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SESSIONAL PAPERS

VOLUME 12

THIRD SESSION OF THE ELEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1911

125-208
21/11/12

VOLUME XLV.

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(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1910. Volume I, Parts A to P, and Volume II, Parts Q to Y. Presented 21st November, 1910, by Hon. William Paterson.. .. ..*Printed for both distribution and sessional papers.*

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2. Public Accounts of Canada, for the fiscal year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Paterson.
Printed for both distribution and sessional papers.

3. Estimates for the fiscal year ending 31st March, 1912. Presented 2nd December, 1910, by Rt. Hon. Sir Wilfrid Laurier... ..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1911. Presented 6th February, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1911. Presented 16th March, 1911, by Hon. W. S. Fielding.. .. ..*Printed for both distribution and sessional papers.*

5*a*. Further Supplementary Estimates for the year esding 31st March, 1911. Presented 8th May, 1911, by Hon. W. S. Fielding.
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5*b*. Further Supplementary Estimates for the fiscal year ended 31st March, 1911. Presented 3rd May, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*c*. Further Supplementary Estimates for tho fiscl year ending 31st March, 1912. Presented 9th May, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*d*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1912. Presented 17th May, 1911, by W. S. Fielding.
Printed for both distribution and sessional papers.

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6. List of shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1910. Presented 10th April, 1911, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1910. Presented 19th July, 1911, by Hon. William Templeman.. .. ..*Printed for both distribution and sessional papers.*

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8. Report of the Superintendent of Insurance, for the year ended 31st December, 1910.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada for the year ended 31st December, 1910. Presented 27th April, 1911, by Hon. W. S. Fielding.
Printed for distribution.

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10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1910. Part 1, Canadian Trade. Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce, Part II. Canadian Trade with France, Germany, United Kingdom and United States. Presented 32nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

10b. Report of the Department of Trade and Commerce. Part III. Canadian Trade with foreign countries, except France, Germany, the United Kingdom and United States Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

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10c, Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1910. Part IV, Canadian Trade, Miscellaneous. Presented 31st March, 1911, by Hon. W. S. Fielding.. .. ..*Printed for both distribution and sessional papers.*

10d. Report of the Department of Trade and Commerce for the fiscal year ended March 31st 1910. Part V, Grain Statistics, including the crop year ended August 31st 1910, and the season of navigation ended December 6th, 1910. Presented 12th May. 1911, by Hon. William Paterson....*Printed for both distribution and sessional papers.*

10e. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1910, Part VI., Subsidized steamship services. Presented 20th April, 1911, by Hon. William Paterson.. .. ..*Printed for both distribution and sessional papers.*

10*f* Report of Trade and Commerce for the fiscal year ended 31st March, 1910, part VII.—Trade of foreign countries and Treaties and Conventions. Presented 31st March, 1911, by Hon. W. S. Fielding.. ..*Printed for both distribution and sessional papers.*

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11. Report of the Department of Customs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Paterson.
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12. Reports, Returns and Statistics of the Inland Revenue for the Dominion of Canada, for the year ended 31st March, 1910. Presented 21st November, by Hon. William Templeman.. .. ..*Printed for both distribution and sessional papers.*

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13. Inspection of Weights and Measures, Gas and Electric Light, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Templeman.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Templeman.
Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15a. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending the 31st March, 1910. Presented 12th January, 1911, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G. Rutherford, V.S., for the year ending 31st March, 1909.
Printed for both distribution and sessional papers.

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16. Report of the Director and Officers of the Experimental Farms, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1909. Presented 21st November, 1910, by Hon. S. A. Fisher.. .. ..*Printed for both distribution and sessional papers.*

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18. (1908). Return of the eleventh general election for the House of Commons of Canada, held on the 19th and 26th of October, 1908.. .. ..*Reprinted.*

18. Return of By-Elections (Eleventh Parliament) House of Commons. 1910.
Printed for both distribution and sessional papers.

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19. Report of the Minister of Public Works on the works under his control for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. William Pugsley.
Printed for both distribution and sessional papers.

19a. Progress Report Ottawa River Storage, for the fiscal year 1909-1910 (supplementing investigations in regard to Georgian Bay Ship Canal project). Presented 6th March, 1911, by Hon. William Pugsley..*Printed for both distribution and sessional papers.*

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19b. Report upon Reconnaisance Survey of the Nelson River, September-October, 1909. Presented 16th February, 1911, by Hon. William Pugsley.
Printed for both distribution and sessional papers.

20. Report of the Department of Railways and Canals, for the fiscal year ended 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

20a. (1909.) Canal Statistics for the season of navigation, 1909. Presented 21st March, 1910, by Hon. G. P. Graham .. .. ..*Printed for both distrbiution and sessional papers.*

20a. Canal Statistics for the season of navigation, 1910. Presented 10th April, 1911, by Hon. G. P. Graham.. .. ..*Printed for both distribution and sessional papers.*

20b. Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1910. Presented 16th December, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 13.

20c. Fifth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

21. Report of the Department of Marine and Fisheries (Marine, 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21a. Report of the Geographic Board of Canada containing all decisions to 30th June, 1910.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

21b. Report on Ice formation in the St. Lawrence River, and Report of the influeuce of Icebergs on the temperature of the Sea as shown by use of the Micro-Thermometer in a trip to Hudson Strait and Bay in July, 1910, by H. T. Barnes, D.Sc., F.R.S.C. Presented 16th May, 1911, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

21c. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on 31st December, 1910. Presented 19th July, 1911, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries), 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 15.

23. Report of the Harbour Commissioners, &c., to 31st December, 1910.
Printed for both distribution and sessional papers.

23a. Report of the Chairman of the Board of Steamboat Inspection, for the fiscal year 1910. Presented 21st November, 1910, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 15—*Concluded.*

24. Report of the Postmaster General for the year ended 31st March, 1910. Presented 22nd November, 1910, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 16.

25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1910. Presented 21st November, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 17.

25*a*. Report of the Chief Astronomer, Department of the Interior, for year ending 31st. March, 1910.. .. ..*Printed for both distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1909-10. Presented 31st March, 1911, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

25*c*. Report of Dr. P. H. Bryce, Chief Medical Officer, Appendix to Report of Superintendent of Immigration. Presented 9th. December, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 18.

25*d*. Report of the Hydrographic Survey (Streams measurement). Department of the Interior.. .. ..*Printed for both distribution and sessional papers.*

26. Summary Report of the Geological Survey Branch, Department of Mines, for Calendar year 1910. Presented 19th. July, 1911, by Hon. William TeTmpleman.
Printed for both distribution and sessional papers.

26*a*. (1909) Summary Report of the Mines Branch of Department of Mines, for the calendar year, 1909. Presented 26th. January, 1911, by Hon. William Templeman.
Printed for both distribution and sessional papers.
This is bound in Vol. XVI, 1910.

CONTENTS OF VOLUME 19.

27. Report of the Department of Indian Affairs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Frank Oliver.
Printed for both distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1910. Presented 2nd December, 1910, by Rt. Hon. Sir Wilfrid Laurier..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 20.

29. Report of the Secretary of State of Canada for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.
Printed for both distribution and sessional papers.

29a. (No issue).

CONTENTS OF VOLUME 20—*Concluded.*

29b. Report of the Secretary of State for External Affairs, for the year ended 31st March, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.
Printed for both distribution and sessional papers.

30. Civil Service List of Canada, 1910. Presented 21st November, 1910, by Hon. Charles Murphy.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 21.

31. Second Annual Report of the Civil Service Commission of Canada, for the period from 1st September, 1909 to 31st August, 1910. Presented 1st December, 1910, by Hon. Charles Murphy.. .. ..*Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1910. Presented 22nd November, 1910, by Hon. Charles Murphy.. .. ..*Printed for both distribution and sessional papers.*

33. Report of the Joint Librarians of Parliament for the year 1910. Presented 17th November, 1910, by the Hon. the Speaker.. .. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1910. Presented 30th November, 1910, by Hon. A. B. Aylesworth.
Printed for both distribution and sessional papers.

35. Report of the Militia Council, for the fiscal year ending 31st March, 1910. Presented 21st November, 1910, by Hon. Sir Frederick Borden.
Printed for both distribution and sessional papers.

35a. Report of General Sir John French, G.C.B., Inspector General of the Imperial Forces, upon his Inspection of the Canadian Military Forces. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.
Printed for both distribution and sessional papers.

35b. Report upon the best method of giving affect to the recommendations of General Sir John French, regarding the Canadian Militia, by Major General Sir P. H. N. Lake, K.C.M.G., Inspector General. Presented 22nd November, 1910, by Hon. Sir Frederick Borden.. .. ..*Printed for distribution and sessional papers.*

35c. Interim Report of the Militia Council for the Dominion of Canada on the Training of the Militia during the season of 1910. Presented 31st March, 1911, by Hon. Sir Frederick Borden.. .. ..*Printed for distribution.*

36. Report of the Department of Labour, for the fiscal year ending 31st March, 1910, including Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented 21st November, 1910, by Hon. W. L. Mackenzie King.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 22.

36a. Report on Industrial Disputes in Canada up to 31st March, 1911.
Printed for both distribution and sessional papers.

36b. Comparative prices of Agricultural, Fisheries, Lumber and Mine products in Canada and the United States, 1906-1911. Presented 28th July, 1911, by Hon. W. L. Mackenzie King.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 22—*Concluded.*

37. Sixth Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1910. Presented 21st November, 1910, by Hon. G. P. Graham. *Printed for both distribution and sessional papers.*

38. Report of the Royal Commission on Trade Relations between Canada and the West Indies, together with Part II, Minutes of evidence taken in Canada and Appendices; Part III, Minutes of evidence taken in the West Indies, and Appendices; and also Part IV, Minutes of evidence taken in London and Appendices. Presented 21st November, 1910, by Ho. William Paterson.. .. ..*Printed for Sessional Papers.*

39. Report of the Honourable the Secretary of State, on the inquiry into the affairs of the Department of Public Printing and Stationery. Presented 21st November, 1910, by Hon. Charles Murphy.. .. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 23.

40. Ordinances of the Yukon Territory, passed by the Yukon Council in the year, 1909. Presented 21st November, 1910, by Hon. Charles Murphy.. .. ..*Not printed.*

40a. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1910. Presented 4th April, 1911, by Hon. Charles Murphy.. .. ..*Not printed.*

41. General Orders issued to the Militia, between the 1st November, 1909, and the 18th October, 1910. Presented 22nd November, 1910, by Hon. Sir Frederick Borden. *Not printed.*

42. Statement of Governor General's Warrants issued since the last session of Parliament, on account of the fiscal year 1910-11. Presented 22nd November, 1910, by Hon. William Paterson.. .. ..*Not printed.*

43. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1910. Presented 22nd November, 1910, by Hon. William Paterson. *Not printed.*

44. Statement of expenditure on account of miscellaneous unforeseen expenses, from the 1st April, 1910, to 17th November, 1910, in accordance with the Appropriation Act of 1910. Presented 22nd November, 1910, by Hon. William Paterson....*Not printed.*

45. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1910, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 22nd November, 1911, by Hon. William Paterson.. .. ..*Not printed.*

46. Report of the proceedings of the preceding year, of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 1st December, 1910, by the Hon. the Speaker.. .. ..*Printed for sessional papers.*

47. Return, in pursuance of section 16, of the Government Annuities Act, 1908, containing statement of the business done during the fiscal year, ending 31st March, 1910. Presented 1st December, 1910, by Hon. S. A. Fisher.. .. ..*Printed for sessional papers.*

48. Return to an order of the House of Commons, dated 1st December, 1910, for a copy of the existing lobster fishery regulations, adopted by Order in Council on 30th September, 1910. Presented 1st December, 1910, by Hon. L. P. Brodeur. *Printed for sessional papers.*

CONTENTS OF VOLUME 23—*Continued.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (25th November, 1909), submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented 1st December, 1910, by Hon. Charles Murphy.. ..*Not printed.*

50. Annual Return respecting Trade Unions, under chapter 125, R.S.C., 1906. Presented 1st December, 1910, by Hon. Charles Murphy.. .. ..*Not printed.*

51. Regulations under "The Destructive Insect and Pest Act." Presented 1st December, 1910, by Hon. S. A. Fisher.. .. ..*Not printed.*

52. First Annual Report of the Commission on Conservation, 1910. Presented 5th December, 1910, by Hon. S. A. Fisher.. .. ..*Printed for sessional papers.*

53. Regulations established by Order in Council of 17th May, 1910, for the disposal of petroleum and gas on the Indian Reserves in the Provinces of Alberta and Saskachewan and in the Northwest Territories. Presented 5th December, 1910, by Hon. Charles Murphy.. .. .. y .. .. ..*Not printed.*

54. Report of the International Waterways Commission on the regulation of Lake Erie, with a discussion of the regulation of the Great Lakes System. Presented 7th December, 1910, by Hon. William Pugsley.. .. ..*Printed for sessional papers.*

54*a*. Return to an Address of the House of Commons, dated 12th December, 1910, for a copy of all orders in council or other authority, appointing members of the Canadian section of the Joint International Waterways Commission, together with all reports, recommendations and correspondence submitted to the Government, or any department thereof, by the said Canadian section, or any member thereof. Also a statement of the total expenses of such Canadian section up to date, with particulars thereof. Presented 8th May, 1911.—*Mr. Macdonell*.. .. .. ..*Not printed.*

55. Return in so far as the Department of the Interior is concerned) of copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 9th December, 1910, by Hon. Frank Oliver.. .. ..*Not printed.*

55*a*. Return of lands sold by the Canadian Pacific Railway Company during the year which ended on the 31st October, 1910. Presented 4th May, 1911, by Hon. Frank Oliver .. .. *Not printed.*

56. Regulations issued by the Department of the Naval Service regarding rates of Pay, pursuant to Section 47 of the Naval Service Act. Presented 9th December, 1910, by Hon. L. P. Brodeur... .. ..*Not printed.*

56*a*. Regulations issued by the Department of the Naval Service, regarding the issue of the existing Lobster Fishery Regulations, adopted by rder in Council on 30th September, 1910, by Hon. L. P. Brodeur.. .. ..*Not printed.*

56b. Return to an order of the House of Commons, dated 5th December, 1910, for a statement showing the detailed expenditure to date out of the sum voted by the House in connection with the new Navy, giving in each case the amount paid, to whom paid and the object of the expenditure. Presented, 16th December, 1910.—*Mr. Monck*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

56c. Return to an order of the House of Commons dated 14th December, 1910, for a Return showing how many applications have been received from Canadian citizens for service in the proposed Canadian Navy, as officers, and able seamen or bluejackets, respectively, and how many officers and men, respectively, of the British Navy have made application for such service. Presented 11th January, 1911.—*Mr. Jameson* .. .. *Not printed.*

56d. Return to an address of the Senate dated 24th November, 1910, for the following information:—1. Has the Department of the Naval Service, which was erected by the legislation of last session, been regularly organized and put in operation? 2. Who has been appointed Deputy Minister by the Governor in Council? 3. Who are the other officials and clerks necessary for the proper administration of the affairs of the new department who have been appointed by the Governor in Council? 4. Who among these officials and clerks are those who have been transferred from the Department of Marine and Fisheries to the Department of the Naval Service? 3. Wro among these officials and clerks come from elsewhere? 6. What is the salary of each of the officials? Presented 11th January, 1911.—*Hon. Mr. Landry*....*Not printed.*

56e. Return to an order of the House of Commons, dated 7th December, 1910, for a statement showing:—1. The names of all those engaged to date by the Government in connection with the new Naval Deparment, whether for service at sea or for work in connection with the department, either for inside or outside service. 2. The domicile of origin of those thus engagged, their previous occupation, rank or grade in the British Navy or elsewhere, and previous rate of pay or remuneration 3. The duties assigned, rank or occupation of those thus engaged in the service of Canada, and present salary and allowances. Presented 18th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56f. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, authorizing certain ollowances to Petty Officers and men in the Naval Service. Presented 19th January, 1911, by Hon. L. P. Brodeur. *Not printed.*

56g. Copy of an Order in Council approved by His Excellency the Governor General on the 22nd December, 1910, and publisded in the *Canada Gazette* on the 14th January, 1911, authorizing increase in wages to certain ratings in the naval service. Presented 19th January, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

56h. Return to an Address of the House of Commons, dated 11th January, 1911, for a return showing all rules and regulations passed by the Governor in Council under the provisions of the Navy Act, adopted at the last session of parliament. Presented 26th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56i. Return to an order of the Senate dated the 24th November, 1910, for a statement showing in as many distinct columns:—1. The name of the electoral district. 2 The name of the parish, township, town or city. 3. The name of the first signer, and mention of the additional number of signers of each of the petitions presented during the last session, either to the House of Commons or to the Senate, praying for the postponement of the adoption of the proposed Naval Act until the people have had the opportunity of expressing their will by means of a plebiscite. 4. The date of the presentation of each of these petitions. 5. The names, in each case, of the Member or Senator who presented these petitions. Presented 30th November, 1910.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

56*j*. Return to an order of the Senate dated February 1, 1911, calling for in as many columns:—1. The names of all the ships of which the Canadian fleet service is actually composed. 2. The tonnage of each of these ships. 3. How old, is each ship at present. 4. The purchase price, or cost of construction, or, in default thereof, the actual value of each ship. 5. The horse-power of each of them. 6. The motive power, side wheels, propeller or sails. 7. The number of persons of which the crew of each of these ships is composed. 8. The cost of annual maintenance of each ship with its crew. 9. The purpose for which each ship is used, specifying whether it is for the guarding of the coasts, the protection of fisheries, or for the what other purpose. 10. The waters on which each of these ships sails—the waters of the Atlantic or Pacific Oceans, the Greot Lakes, of the St. Lawrence river, or elsewhere, with a short statement showing the number and the net tonnage of the ships of the Great Lakes service,—of the ships stationed ou the shores of British Columbia, and of the ships sailing on the waters of the eastern portion of the American coutinent owned by us. Presented 14th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

56*k*. Orders in Council published in *Canada Gazette* 11th February, 1911, No. 83/146. Regulations for entry of naval instructors. No. 91/146. Revised rates of pay for electricians. No. 86/146. Revised travelling allowances. Presented 23rd February, 1911, by Rt. Hon. Sir Richard Cartwright.. .. ..*Not printed.*

56*l*. Return to an address of the House of Commons, dated 6th February, 1911, for a copy of the final protocol or agreement entered into at the International Naval Confereuce held in London, December, 1908, February, 1909, and of the general report presented to the said Naval Conference on behalf of its draftiug committee, and of all correspondence exchanged between the Imperial Government and the Government of Canada in regard to the same. Presented 10th March, 1911.—*Mr. Monk*.. .. ..*Not printed.*

56*m*. 1. Correspondence and documents respectiug the International Naval Conference held in London, December, 1908, February, 1909. 2. Correspondence respecting the Declaration of London. 3. Final Act of the Second Peace Conference held at The Hague in 1907, and Conventions aud Declarations annexed thereto. Presented 23rd March, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed*

56*n*. Return to an order of the House of Commons, dated 27th February, 1911, for a Return showing:—1. How many Canadians have been accepted as members of the Canadian Navy. 2. What are the names and former residence of those who have been accepted. Presented 24th March, 1911.—*Mr. Taylor (Leeds)*,.. .. .. ..*Not printed.*

56*o*. Order in Council, approved by His Excellency the Governor General on the 31st March, 1911, and published in the *Canada Gazette* April 15th, 1911:—No. 358 revised regulations for entry of surgeons into the Naval Service. Presented 24th April, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

57. Return to an Order of the House of Commons, dated the 7th December, 1910, for a copy of all correspondence between the Government of Canada or the Right Hononrable, the First Minister, and the government of Manitoba, or the Premier of Manitoba, referring to the demand of Manitoba for an extension of boundaries and an increase in subsidy. Presented 14th December, 1910.—*Mr. Staples.*
Printed for sessional papers.

58. Memorandum respecting the finances of the National Battlefields Commission, as on the 31st March, 1910. Presented 15th December, 1910, by Hon. William Paterson.
Printed for sessional papers

CONTENTS OF VOLUME 23—*Continued.*

58*a*. Report from The National Battlefields Commission. Presented 15th December, 1910, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

58*b*. Return to an Address of the Senate dated 24th February, 1911, calling for a copy of the last report made to the Government by the members of the Quebec Battlefields Commission. Presented 10th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

58c. Return to an Order of the Senate dated 12th January, 1911, for copies of all Orders in Council relating to the appointment of members of the "National Battlefields Commission" of the Province of Quebec, as well as a statement showing the sums received by the said Commission, the sources whence received, the interest thereon, the expenses incurred, the nature of such expenses, distinguishing what has been paid for the acquisition of lands, the balance in hand, and the approximate cost, with the nature of the expenses to be incurred to attain the end which the Commission has proposed for itself. Presented 21st March, 1911.—*Hon. Mr. Landry. Not printed.*

58*d*. Return to an order of the Senate dated 23rd February, 1911, for a statement showing the number of gold, silver, and bronze medals, which the Quebec Battlefields Commission has caused to be struck in commemoration of the three hundredth anniversary of the foundation of the City of Quebec, the cost of each of these series of medals, the names of the persons to whom, or the institutions to which, gold medals, silver medals, and bronze medals have been given. Presented 28th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

59 Return to an address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also if all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 15th December, 1910.—*Mr. Foster*.. .. .. ..*Not printed.*

59a. Supplementary return to an address of the House of Commons, dated 7th December 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 11th January, 1911.—*Hon. Mr. Foster. Not printed*

59*b*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 3rd February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59c. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring os asking for a treaty of reciprocity with the United States; and also of all similar documents

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protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 8th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*d*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 27th February, 1911.—*Hon. Mr. Foster.*, *Not printed.*

59*e*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 8th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*f*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 14th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*g*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 22nd March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*h*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 27th March, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*i*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents pro-

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testing against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 28th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*j*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the goverument, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 28th March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*k*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Prsented 31st March, 1911.—*Hon. Mr. Foster.*
Not printed.

59*l*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 7th April, 1911.—*Hon. Mr. Foster.*
Not printed.

59*m*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th April, 1911.—*Hon. Mr. Foster.*
Not printed.

59*n*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Goverument, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th April, 1911.—*Hon. Mr. Foster.*
Not printed.

59*o*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all petitions, memorials and resolutions from individuals, boards of trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States. and also of all somilar documents pro-

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testing against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 2nd May, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*p*. Further supplementary return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all memorials and resolutions from individuals, Boords of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 5th May, 1911.—*Hon. Mr. Foster.* *Not printed.*

59*q*. Return to an Order of the House of Commons, dated 19th April, 1911, for a Return showing what duties are imposed by Australia, New Zealand, Norway, France, Spain, Sweden, Switzerland, Austria-Hungary, Japan, Argentine, Venezuela and Russia, respectively, upon each of the articles included in the reciprocity agreement between the United States and Canada.

And also, a statement showing the import prices in 1910 on which duty was collected on the butter, eggs cheese, salt, beef, bacon, hams, mutton, lamb, pork in brine and other meat products detailed, barley, beans, oats, peas, wheat, hay, flaxseed, green apples, and animals, imported from the above named countries. Presented 8th May, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

59*r*. Return to an order of the House of Commons, dated 8th May, 1911, for a Return showing, taking the latest Return of Commerce and Navigation of the United States as a basis, the advantage Canada will have in the United States market over her principal competitors, under the construction given at Washington by the United States Court of Customs Appeals on April 10th, 1911, regarding the favoured nation clause, by which the competitors of Canada in the United States market are denied the privileges granted to Canada by the reciprocal agreement in regard to the importation into the United States of the following goods and articles, namely: (*a*) Mackerel pickled or salted; (*b*) Herring, pickled; (*c*) Cod, Haddock, Hake and Pollock, dried, smoked, salted or pickled; (*d*) all other kinds of fish, salted or pickled; (*e*) Fish oils: (*f*) Butter; (*g*) Cheese; (*h*) Cattle; (*i*) Horses; (*j*) Oats; (*k*) Coke; (*l*) Mineral Waters; (*m*) Rolled Iron or Steel Sheets, coated with zinc, tin or other metal; (*n*) Mica; (o) Flax seed; (*p*) Beans and dried peas; (*q*) Onions; (*r*) Potatoes; (*s*) other vegetables in natural state.

Also showing the present rate of duty in the United States on the above goods and articles; the rate under the proposed reciprocal agreement of the said goods and articles; the value of goods; and the amount of duty collected on goods imported from said competitors on the trade of said year, which will be free under the agreement on goods from Canada. Presented 16th May, 1911.—*Mr. Sinclair*..*Not printed.*

59*s*. Further supplementary Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all memorials and resolutions from individuals, Boards of Trade or other bodies and corporations, favouring or asking for a treaty of reciprocity with the United States; and also of all similar documents protesting against or unfavourable to the same, and a copy of all correspondence had with the Government, or any member thereof, concerning reciprocity with the United States, since the 1st January, 1910. Presented 19th May, 1911.—*Hon. Mr. Foster*...*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

59*t*. Statements relative to (1) The yearly imports, quantity and value, for the past six years into Canada from, respectively, Australia, New Zealand, Denmark, Holland, Belgium, France, Argentine Republic and the United States, of wheat, oats, horses, cattle, sheep, lambs, mutton, beef, eggs, butter, cheese, fowl, vegetables and fruit.

(2) The average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively, in Eastern Provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York. Presented 28th July, 1911, by Hon. S. A. Fisher.. .. .. ..*Not printed.*

60. Return of orders in council passed between the 1st of November, 1909, and the 30th September, 1910, in accordance with the provisions of section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 11th January, 1911, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

60*a*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st November, 1909, and 30th September, 1910, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile railway belt in the province of British Columbia. Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

60*b*. Return called for by section 77 of the Dominion Lands Act, chapter 20 of the Statutes of Canada, 1908, which is as follows:—

"77. Every regulation made by the Governor in Council, in virtue of the provisions of this Act, and every order made by the Governor in Council, authorizing the sale of any land or the granting of any interest therein, shall have force and effect only after it has been published for four consecutive weeks in the *Canada Gazette*, and all such orders or regulations shall be laid before both Houses of Parliament within the first fifteen days of the session next after the date thereof, and such regulations shall remain in force until the day immediately succeeding the day of prorogation of that session of Parliament, and no longer, unless during that session they are approved by resolution of both Houses of Parliament." Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

61. Return of Orders in Council passed between the 1st November, 1909, and the 30th September, 1910, in accordance with the provisions of the Forest Reserve Act, sections 7 and 13 of Chapter 56, Revised Statutes of Canada. Presented 11th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

62. Return to an order of the House of Commons, dated the 7th December, 1910, for a copy of Sir John Thompson's memorandum on the question of the rights of fishing in the bays of British North America, prepared for the use of the British Plenipotentiaries at Washington in 1888 , and a copy of the Treaty agreed to and approved by the President. Presented 11th January, 1911.—*Hon. Mr. Foster.*

Printed for sessional papers.

63. Return to an Address of the House of Commons, dated 7t7h December, 1910, for a copy of any memorials, correspondence, &c., between His Excellency the Governor General and the Colonial Office, or between any member of the government, and the foreign consuls general in Canada, relative to the status of the latter, at official functions, such as the vice-regal drawing room. Presented 11th January, 1911.—*Mr. Sproule.*

Printed for sessional papers.

CONTENTS OF VOLUME 23—*Continued.*

64. Return to an order of the House of Commons, dated 6th December, 1910, for a return showing:—1. What newspapers or companies publishing newspapers in the cities of Montreal and Quebec have directly or indirectly received sums from the Government of Canada for printing, lithographing, binding or other work, between the 31st March, 1910, and the 15th November, following.

2. What is the total amount paid to each of said newspapers or companies between the dates above stated. Presented 11th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

65. Return to an Address of the House of Commons, dated 7th December, 1910, for a copy of all Orders in Council, correspondence, papers, maps or other documents, which passed between the Government of Canada or any member thereof, and the Government of Quebec, or any member thereof, or any other parties on their behalf, or between the Government of Canada and the Government of Ontario, or any members thereof, regarding the extension of the boundaries of the province of Quebec, as set forth in an Order in Council dated 8th July, 1896, establishing a conventional boundary, therein specified. And also any correspondence, papers, documents, &c., that may have passed between the aforesaid governments or members thereof, relative to the passing of an Act to confirm and ratify the aforesaid conventional boundary, which was passed in 1898. Presented 11th January, 1911.—*Mr. Sproule.*

Printed for sessional papers.

66. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the names of manufacturers in Canada of turned kiln dried maple boot, last and shoe last blocks, in the rough, for making manufacturers' boot and shoe lasts. Presented 11th January, 1911.—*Mr. Hughes*.. .. ..*Not printed.*

67. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of all correspondence, reports, memorials, surveys and other papers in the possession of the Government, and not already brought down, regarding the oyster industry of Canada; also a copy of all correspondence, reports and other papers regarding the ownership and control of Oyster beds and of barren bottoms suitable for Oyster culture, and regarding the consolidating of the ownership with the control and regulation of such beds and barren bottoms, and vesting the same in the hands of the Dominion Government; olso a copy of all correspondence, reports, recommendations and other papers relating to the leasing or sale of such beds or barren bottoms or of portions of them, for the purpose of Oyster culture or cultivation. Also o copy of all correspondence and reports relating to the culture, cultivation asd conservation of oysters and other mollusks. Presented 11th January, 1911.—*Mr. Warburton.*

Printed for sessional papers.

68. Order of the House of Commons, dated 5th December, 1910, for a copy of all reports, evidence, correspondence, and other documents relating to an investigation into irregularities in the life saving station at Clayoquot, mentioned on page 353 of the Report of the Department of Marine and Fisheries for 1909 and 1910, sessional paper No. 22. Presented 11th January, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

69. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing how many employees of the custom house at Montreal have left the service since the 1st July, 1896, up to this date, with their names, duties, salaries and ages, respectively, and date of their leaving: the names, ages, salaries and duties of those who have replaced them, the date of their entry and their present salaries. Presented 11th January, 1911.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

69*a*. Return to an Order of the House of Commons, dated 8th February, 1911, for a Return showing the full names of the permanent or temporary employees appointed at Montreal since the 1st of January, 1904, in the Post Office Department, the Customs, Inland Revenue and Public Works; the age and place of residence of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted these employees since their appointment. Presented 28th April, 1911.—*Mr. Gervais*.. .. ..*Not printed.*

70. Return to an Address of the House of Commons, dated 7th December, 1910, for a Return showing what arrangements have been made with foreign countries by the Governor General in Council under the provisions of the Customs Tariff Act of 1907, without reference to Parliament. Presented 11th January, 1911.—*Mr. Ames*.. ..*Not printed.*

71. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to new reserve, sale of lands, and all the expense made necessary by the surrender. Presented 11th January, 1911.—*Mr. Bradbury*.. .. ..*Not printed*

71*a*. Return to an Order of the House of Commons, dated 14th December, 1910, for a copy of all correspondence with Rev. John McDougall and all instructions given to him regarding St. Peter's Indians and their reserve; and of Rev. John McDougall's report of his investigations at St. Peter's Indian Reserve. Presented 11th January, 1911. —*Mr. Bradbury*.. .. ..*Not printed.*

71*b*. Supplementary Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing the total expenses in connection with the surrender of St. Peter's Indian Reserve, including moving the Indians to new Reserve, sale of lands, and all the expense made necessary by the surrender. Presented 18th January, 1911. —*Mr. Bradbury*.. .. ..*Not printed.*

71*c*. Return to an Address of the House of Commons, dated 11th January, 1911, for a copy of all correspondence, offers, agreements, orders in council, reports, records, regulations, or other papers or documents, relating to the grant or surrender to one Merrill, or some other person or corporation, of the concession or right to bore for and acquire natural gas, upon or under the Six Nation Reserve, at or near Brantford, Ontario; together with a statement of all monies paid for said concession or right, and also of all monies subsequently received by the Six Nation Indians, or by the government on their behalf for such concession or rights. Presented 2nd February, 1911.—*Mr. Osler*.. .. ..*Not printed.*

72. Return to an Order of the House of Commons, dated 14th December, 1910, for a copy of all correspondence, reports, documents and papers relating to the strike of the employees of the Cumberland Coal and Railway Company, Limited, not previously brought down. Presented 11th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

72*a*. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of the agreement of settlement of the late strike between the Grand Trunk Railway Company and the conductors and brakemen, and of all correspondence, documents and papers relating thereto, or in consequence thereof, between the said parties, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister or other person on its behalf, and said parties, or either of them, or any person authorized or professing to act for them or either of them before, during, or since said strike. Presented 11th January, 1911.—*Mr. Northrup*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

72*b*. Return to an Order of the House of Commons, dated 25th January, 1911, for a copy of all correspondence, documents and papers relating to the late strike on the Grand Trunk Railway between the said railway and the striking conductors and trainmen, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister, or any one on his behalf, and either of said parties or any on professing to act on behalf of either, since the 29th day of November, A.D., 1910, and particularly all documents, papers, correspondence and agreements relating to the reinstatement of any of the men who had been on strike, and the appointment of Judge Barron. Presented 2nd February, 1911.—*Mr. Northrup*.. .. ..*Not printed.*

73. Return to an Order of the House of Commons, dated 7th December, 1910, for a Return implementing for the year 1910, the information brought down in answer to an Order of the House of Commons referring to the operations of the mint, dated January 19, 1910. Presented 11th January, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

74. Supplementary Return to an Order of the House of Commons, dated 24th November, 1909, for a return showing the total amounts paid by the government in each year since 1896, for all printing, advertising and lithographing done outside of the Government Printing Bureau; the total amount so paid by each department of the Government or such purposes during each year; the names and addresses of each individual, firm or corporation to whom any such moneys have been so paid, and the total amount paid to each such individual, firm or corporation in each year since 1896. What portion of the said sums, if any, so paid since 1896 was expended after public advertisement, tender and contract, to whom such tenders were awarded, whether to the lowest tender in each case, what portion was expended otherwise than by public advertisement, tender and contract, and to whom it was paid in each instance. Presented 11th January, 1911.—*Mr. Armstrong*.. .. ..*Not printed.*

74*a*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing year by year, from July 1st, 1896 up to date, the amounts paid to the Montreal *Herald*, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*b*. Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896 up to this date, the sums of money paid to the newspaper, *Le Soleil*, by each of the different departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Londry.* *Not printed.*

74*c*. Return to an Order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, the sums of money paid the newspaper *La Vigie*, of Quebec, by each of the different departments of the Government of this country from the founding of that newspaper up to this date. Presented 8th March, 1911.—*Hon. Mr. Londry*.. .. ..*Not printed.*

74*d*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from 1st July, 1896, up to date, the amounts paid to *La Presse* of Montreal, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*e*. Return to an Order of the Senate dated 1st February, 1911, for a Return showing, year by year, from July 1st, 1896, up to date, the amounts paid to *La Presse* of Montreal, by the several departments of the Government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

74*f*. Return to an Order of the Senate dated 24th January, 1911, for a Return showing, year by year, from the 1st July, 1896, up to date, the amounts paid to the paper *Le Canada*, of Montreal, by each of the departments of the government of this country. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*g*. Return to an Order of the Senate dated 31st January, 1911, showing, year by year, from July the 1st, 1896, up to date, the amounts paid to the Martineau Company by the several departments of the country. Presented 4th April, 1911.—*Hon. Mr. Landry. Not printed.*

74*h*. Return to an Order of the Senate dated the 31st January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. Jean Drolet, of Quebec, by the several departments of the country. Presented 4th April. 1911.—*Hon. Mr. Landry. Not printed.*

74*i*. Return to an Order of the Senate dated 3rd February, 1911, showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to O. Picard and Sons, of Quebec, by the different departments of the Government of this country. Presented 4th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*j*. Return to an Order of the Senate dated 24th January, 1911, showing, year by year from July 1, 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the departments of this country. Presented 4th April, 1911. *Hon. Mr. Landry. Not printed.*

74*k*. Return to an Order of the House of Commons, dated the 23rd February, 1911, for a Return showing:—1. All sums of money paid by the Government since 31st March last to *Le Canada* newspaper of Montreal or the publishers of the same respectively, for advertising or printing, for lithographing or other work; and directly or indirectly for copies of the newspaper.

2. Is the said newspaper executing any work of any kind for the Government at present.

3. Have tenders been called publicly for any of the work done by said newspaper for the government during the past year. Presented 6th April, 1911.—*Mr. Monk. Not printed.*

74*l*. Supplementary Return to an Order of the Senate dated 24th January, 1911, for a Return showing year by year, from 1st July. 1896, up to date, the amounts paid to Mr. De Courcy, contractor, by each of the departments of this country. Presented 27th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

74*m*. Return to an Order of the House of Commons, dated 15th May, 1911, for a Return showing how much was paid by the Government to the proprietors or publishers of the Essex *Record*, a daily and weekly paper published in Windsor, Ontario, for printing and advertising, during the fiscal year ending 31st March, 1907, 1908, 1909, 1910 and 1911. Presented 18th July, 1911.—*Mr. Boyce*.. .. ..*Not printed.*

75. Return to an Order of the House of Commons, dated 12th December, 1910, for a Return showing the average value for duty in 1896 and in 1910, respectively, of the unit of each article or commodity enumerated in the schedules of the Customs Act, on which in both years an ad valorem duty was payable. Presented 12th January, 1911.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

76. Return to an Order of the House of Commons, dated 14th December, 1910, for a Return showing all applications made to the Government during the period of agreement with Japan concerning Japanese immigrants, to admit such immigrants for special purposes, together with a copy of all correspondence in connection with the same. Presented 12th January, 1911.—*Mr. Taylor (New Westminster)*.. .. .. ..*Not printed.*

76a. Return to an Order of the House of Commons, dated 7th December, 1910, for a Return giving a list of the special immigration agents appointed by the government since the 31st March, 1909, in what portions of Great Britain and Irelond, the European Continent, or other country they are severally located, their addresses when they were so appointed the date of their appointment in each case their respective salaries and expenses, and any commissions that may have been paid to each or any since their appointment. Presented 12th January, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

76b. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing the number of immigrants who have come to Canada since the 31st March last up to the present time, the countries from which they came, the number from each such country, the number of males and the number of females in each case, the number under fourteen years of age, between fourteen and twenty-one years, between twenty-one and forty, and between forty and sixty in each case, their occupations before coming to Canada, their religion, their destination in Canada, their occupation when they arrived at such destination; also the number who have been prevented from landing, and the number deported. Presented 6th February, 1911.—*Mr. Wilson (Lennox and Addington)*.. .. ..*Not printed.*

76c Return to an Order of the Senate dated 24th January, 1911, calling for the production in detail of the accounts and claims fyled at the Department of the Interior or the Immigration Office, Quebec, by Mr. Jacques Dery; restaurant keeper, during tho navigation season of 1910. Presented 7th February, 1911.—*Hon. Mr. Landry.*
Not printed.

76d. Return to an Order of the Senate dated 20th January, 1911, calling for the report received by the Immigration Department on the subject of the complaints brought against Mr. Jacques Dery, the keeper of the restaurant established in the immigration buildings at Quebec, and also of the correspondence exchanged and the inquiry held by the immigration agent with regard to the overcharges by the restaurant keeper, and of the refund which he had to make to immigrants of the price obtained for goods of bad quality. Presented 7th February, 1911.—*Hon. Mr. Landry.*
Not printed.

76e. Return to an Order of the Senate dated 25th January, 1911, for the production of a complaint, signed by a large number of persons employed at the Immigration Office and Immigration buildings at Quebec and addressed to the agent of the Department at that place, against Mr. Jacques Dery, the restaurant keeper, and also of the reply of the latter. Presented 7th February, 1911.—*Hon. Mr. Landry*.. .. .. ..*Not printed.*

76f. Return to an Order of the Senate dated 25th January, 1911, that an Order of this House do issue for the production of a letter dated 1st June, 1910, written by Mr. L. Stein, of Quebec, addressed to Mr. W. D. Scott, Superintendent of Immigration. Presented 10th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

76*g*. Return to an Order of the House of Commons, dated 3rd April, 1911, for a Return showing the itemized accounts, vouchers, statements, reports and other papers relating to the salary and expenses of and payments to W. O. Creighton, farmer delegate to Great Britain in 1910. Presented 28th April, 1911.—*Mr. Stanfield.. .. ..Not printed*

76*h*. Return to an Order of the House of Commons, dated 3rd April, 1911, for a Return showing all itemized accounts, vouchers, statements, reports and other papers relating to the salary of and payments to W. A. Hickman, immigration agent to Great Britain in 1902 and 1903. Presented 28th April, 1911.—*Mr. Stanfield.. .. ..Not printed.*

77. Return to an Order of the House of Commons, dated 5th December, 1910, for a Return showing:—1. The estimated quantity of each class of material required for the construction.

2. The rates or prices agreed upon and the estimated cost of each class of material, based on rates on accepted tender.

3. The total estimated cost based on these quantities and rates in each case of the several bridges let to contract during the fiscal year ended March 31, 1910, referred to on pages 3 and 4 of the Sixth Annual Report of the Commissioners of the Transcontinental Railway.

4. A copy of the specifications and contract in each case, the number of the contract and the name of the contractor.

5. The number of bridges yet to be let to contract, location and character, and the estimated quantity of the different kinds of material in each case.

6. Why these bridges have not been let to contract and when contracts will probably be entered into as to these.

7. The bridges let to contract before March 31, 1909, identified by locality, name of each contractor and number, the estimated cost of each of these bridges at the time the contract was let, based on contract prices, the changes made in the plans, specifications or contracts if any, and claims or allowances for alterations or extras, if any, the percentage of the work done, the payments made to date, the amounts retained as contract reserve, and the ascertained or estimated amount required to complete in each case.

8. The bridges that have been completed, identified as above, the estimated cost at the time of awarding the contract, the nature and extent of changes in plans, specifications, or contract, if any, the increase or decrease of cost thereby occasioned, and the actual total cost of each of those bridges. Presented 13th January, 1911.—*Mr. Lennox.. .. ..Not printed.*

77*a*. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of the Tender and contract of Haney, Quinlan & Robertson for construction of locomotive and other shops about six miles east of Winnipeg, and the total estimated cost based on contract prices. Also a copy of the several other tenders sent in and a statement of the total estimated cost based upon each of these tenders as moneyed out at the time of awarding the contract. Presented 13th January, 1911.—*Mr. Lennox.. .. ..Not printed*

77*b*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing as to each contract district of the National Transcontinental Railway between Moncton and Winnipeg, respectively, what was the original departmental estimate of quantities of solid rock, broken stone, earth, sand, &c., and the quantities of each kind of excavation, as above, already paid for. Presented 24th January, 1911.—*Mr. Ames.. .. ..Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

77*c*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing in all cases where finished structures on the National Transcontinental Railway, have differed materially, to an extent involving a difference in cost of more than $10,000, from the original standard plans; the original estimated cost of the structure; the cost according to altered plans; the nature of the change; the name of the resident engineer, and of the contractor or sub-contractor; the reason, if any, given for the alteration of plans; and a copy of the correspondence exchanged thereon between the headquarters staff and the engineer on the ground. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*d*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing the clause in the standard contract on the National Transcontinental Railway having reference to train hauled filling, with a statement showing what amounts have been paid to date, and to whom, for services of this nature. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*e*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing what amounts to date have been paid on force account to each and to all contracts connected with the National Transcontinental railway, setting forth the district affected thereby. Presented 24th January, 1911.—*Mr. Ames*.. ..*Not printed.*

77*f*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing all cases where in construction work on the National Transcontinental Railway a richer mixture of concrete was used than that indicated in the standard specification, to an extent affecting the cost of the work to the amount of $5,000 or more; also the original estimated cost and the actual cost in each of such cases. Presented 24th January, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*g*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing a list of the members of the engineering staff who have been dismissed, or have resigned or left the service of the National Transcontinental Railway Commission since 1904, with position formerly held, the date of leaving, and the assigned cause in each instance. Presented 7th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*h*. Return to an order of the House of Commons, dated 26th January, 1911, for a Return showing:—1. In those cases in which an agreement was come to last autumn between Mr. Killiher and Mr. Gordon as to overbreak on the eastern Division of the Transcontinental Railway, what quantities of material, and of what class, and what sums of money were taken from or added to the progress Estimates.

2. In the cases where measurements had to be made, have they been made, and with what result. Presented 17th February, 1911.—*Mr. Lennox*.. .. .. ..*Not printed.*

77*i*. Return to an Order of the House of Commons, dated 11th January, 1911, for a Return showing, in respect of all cases on the National Transcontinental Railway, where the original specifications have not been adhered to; the estimated cost as per original plan; the actual or estimated cost as per amended plan; the name of the contractor and the resident engineer, and the reason given by the latter for such change. Presented 24th February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

77*j*. Return to an Order of the House of Commons, dated 16th January, 1911, for a Return showing what will have been the total expenditure upon, in connection with or in consequence of, the National Transcontinental Railway up to the 31st of December, 1910, and what amount it is estimated will be required to complete and fully equip the said road between Winnipeg and Moncton. Presented 27th February, 1911.—*Mr. Ames*.. .. ..*Not printed*

CONTENTS OF VOLUME 23—*Continued.*

77*k*. Interim Report of the Commissioners of the Transcontinental Railway for the nine months ended December 31, 1910. Presented 27th February, 1911, by Hon. G. P. Graham.. .. ..*Not printed.*

77*l*. Return to an Order of the Senate dated 18th January, 1911, for a Return showing:—A. As relates to the main line of the Transcontinental:—

1. The respective length in miles of each of the divisions of the Transcontinental, named Division A, Division B, &c., from Moncton to Winnipeg, and specifying in which province each of the divisions is located.

2. The estimated cost, at the outset, of the construction of the road in each division.

3. The actual price paid, on the 15th January instant, for the building of the line, sidings, bridges and other necessary works in each division.

4. The approximate cost in each division of the Transcontinental, of what remains to be constructed for the completion of the road.

B. As relates to the branch lines of the Transcontinental:—

1. The respective length of each of the said branch lines, specifying the district and the province within which the said branch lines are located.

2. The estimated cost, at the start, of the construction of each of the said branch lines.

3. The actual cost up to the 15th January instant of the construction of said branch lines.

4. The probable cost of the works to be executed on each of the said branch lines.

5. The indication of the special section of the Act which each branch line has been constructed.

6. The mention of all other branch lines proposed to be constructed by the Transcontinental Railway Commission or the Government, showing the length and probable cost thereof. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

77*m*. Return to an Order of the House of Commons, dated 23rd February, 1911, for a Return showing:—

1. What contracts outside of those numbered 1 to 21, inclusive, have been let for construction on the Transcontinental Railway at Winnipeg and St. Boniface of bridges, station buildings, freight houses, sheds, engine houses, turn tables, water tanks, section houses, work shops, or other buildings, erections, structures or plant.

2. Were these contracts all let after advertisement and upon tender.

3. What is the cost or estimated cost according to schedule or bulk tender in each case, and who is the contractor in each case.

4. Were tenders asked for both by schedulo and on bulk tender basis, on which system was the contract awarded and for what reason in each case.

5. What alterations have been made in any of the works since letting of contract, and at what increased or decreased cost. Presented 9th March, 1911.—*Mr. White (Renfrew)*.. .. ..*Not printed.*

77*n*. Return to an Order of the House of Commons, dated 6th March, 1911, for a copy of the report of the engineers who investigated overclassification, overbreak, or other alleged over allowances on progress or final estimate, on the Eastern Division of the Transcontinental Railway, the evidence taken, or other data collected, and of all letters, instructions, agreements, plans, drawings, photographs, memoranda and writings sent, given, had or used in connection with said investigation, not already brought down, together with a reference to the previous return where papers are already down; also a copy of the previous report made by Messrs. Schreiber, Kelligher and Lumsden immediately before Mr. Lumsden's resignation. Presented 16th March, 1911.—*Mr. Lennox*.. .. ..*Not printed*

CONTENTS OF VOLUME 23—*Continued.*

77*o*. Return to an Order of the House of Commons, dated 13th March, 1911, for a Return prepared upon the lines of Sessional Papers No. 46*i* of the 26th April, 1909, relating to the Eastern Division of the Transcontinental Railway, showing the actual expenditure upon each of the scheduled items upon each of the 21 contracts for construction of this division, down to the latest estimate made upon each contract, and the estimated quantity of work to be done and material to be furnished as to each of these items, and the estimated cost to complete the contract in each case. Presented 10th April, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

77*p*. Return to an Address of the Senate dated 23rd March, 1911, for a copy of the Order in Council dated 23rd June, 1910, transferring from the Government to the National Transcontinental Railway Commission, the spur line between the Quebec bridge and the city of the same name. Presented 19th April, 1911.—*Hon. Mr. Landry.* *Not printed.*

78. For approval by the House under section 17 of the Yukon Act, Chapter 63 of the Revised Statutes of Canada, 1906, a copy of an ordinance made by His Excellency the Governor General in Council, in virtue of the provisions of Section 16 of the said Chapter 63, on the 9th day of December, 1909, and intituled: "An ordinance to rescind an Ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory Presented 13th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

79. Return under Section 88 of the Northwest Territories Act, Chapter 62, Revised Statutes of Canada. Presented 16th January, 1911, by Hon. Frank Oliver.. .. ..*Not printed.*

80. Return to an Order of the House of Commons, dated 5th December, 1910, for a copy of all correspondence between the mover and any other persons, corporations and municipal as well as other public bodies, and the Department of Railways and Canals, respectisg the reconstruction and alteration of the Canadian Pacific Railway Company's bridge across the St. Lawrence river at Lachine, P.Q. Presented 16th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

81. Report of the Commissioner, Dominion Police Force, for the year 1910. Presented 17th January, 1911, by Sir Allen Aylesworth.. .. ..*Not printed.*

82. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all correspondence exchanged between the government and the Phœnix Bridge Company in connection with the payment by said company of $100,000 in discharge of claims *re* contract. Presented 16th January, 1911.—*Mr. Ames*.. .. .. ..*Not printed*

83. Return to an order of the House of Commons, dated 14th March, 1910, for a return showing the number of accidents to trains of the I.C.R. for ten months, from 1st April. 1908, to 31st December, 1908; the number of persons killed or injured in each of such accidents for ten months, from 1st April, 1908, to 31st December, 1908; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage. Presented 16th January, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

83*a*. Return to an order of the House of Commons, dated 14th March, 1910, for a return showing the number of accidents to trains on the I. C. R. between 1st April, 1909, and present date, and the location and particulars of each; the number of persons killed or injured in each of such accidents since 1st April, 1909, to date; and the cost of each of such accidents to the I. C. R., respectively, for repairs, property destroyed, compensation to passengers, and for compensation to shippers for freight and baggage. Presented 16th January, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

83*b*. Return to an order of the House of Commons, dated 5th December, 1910, showing all data, statements, estimates, recommendations and reports with regard to an Intercolonial railway renewal equipment account, and as to the initiation of such account and the operation thereof to the present time.

2. A copy of all correspondence with the Auditor General and other persons in regard thereto.

3. A copy of all correspondence, inquiries and investigations by or on behalf of the Auditor General as to the need for such account, and as to the sufficiency or otherwise of moneys carried to such account, and also as to the application of such moneys.

4. The same returns as to the maintenance of rails account; and the same returns as to a maintenance of bridges account, also as to any other items of maintenance, and as to any recommendations regarding the adoption of such accounts. Presented 16th January, 1911.—*Mr. Barker*.. .. ..*Not printed.*

83*c*. Return to an order of the Senate dated 4th May, 1910, calling for the following information:—

1. Were tenders asked for, in 1908 and 1909, for the purchase of railway sleepers for the use of the Intercolonial railway, and were contracts awarded to the lowest tenderer?

2. Who had these contracts, and what is the name of each tendered, and also the amount of each tender?

3. Did the Department of Railways and Canals, in 1908 and 1909, award any contracts whatsoever for the purchase of the said sleepers and what price was paid to each contractor, and who had these contracts?

4. In 1908 and 1909, did the Department of Railways and Canals ask for tenders for the purchase of sleepers made of spruce, white, gray and yellow, as well as of birch, ash, poplar, &c.?

5. What quantity of these sleepers, for each kind of wood, was accepted and paid for in 1908 and 1909, and does the department propose to continue the system of purchasing these kinds of wood?

6. Who bought these sleepers of spruce, birch, ash, poplar, &c., and who gave the orders to receive these kinds of sleepers, and who received them and stamped them for the Intercolonial railway?

7. In 1909, did the department ask for tenders for sleepers of cedar, cyprus and hemlock? If so, who had these contracts and were these contracts granted to the lowest bidders, and what quantities were actually furnished by each contractor?

8. What quantity of sleepers has been furnished up to this date—

(*a*) by the contractors for New Brunswick; and

(*b*) by the contractors for Nova Scotia and for the province of Quebec, respectively?

9. Did the government by order in council authorize Messrs. Pottinger, Burpee or Taylor of Moncton, to purchase sleepers of spruce of all kinds and dimensions, and to cause those kinds of sleepers to be distributed in the district of Quebec, and notably in the district of River du Loup and Isle Verte?

10. What price did the department pay for the sleepers of spruce, hemlock, cedar, birch and poplar, &c.? Who is the contractor therefor? Who received and inspected the said sleepers?

11. Does the department know that these sleepers are absolutely unfit to be used in a railway, and that these sleepers are at the present time distributed along the Intercolonial railway to be used upon the main track?

CONTENTS OF VOLUME 23—*Continued.*

12. How much a carload does the freight of sleepers sent from New Brunswick cost in the district of Quebec? Presented 3rd February, 1911.—*Hon. Mr. Landry.* *Not printed.*

84. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the respective quantities of each of the staple varieties of fish landed by Canadian Atlantic fishermen yearly, since 1870, and the respective yearly values thereof. Presented 16th January, 1911.—*Mr. Jameson*.. .. ..*Not printed.*

85. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all letters, telegrams, correspondence, resolutions, memorials, reports, and all other papers in the possession of the government, not already brought down, regarding otter, beaver, or steam trawling, and the operations of the trawlers *Wren* and *Coquette* in the waters of the Northumberland strait, or elsewhere, in Nova Scotia. Presented 16th January, 1911.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

86. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the revenue of the post offices of Acton Vale, Upton and St. Pie, in the county of Bagot, province of Quebec, since the year 1903 up to 1910 inclusively. Presented 17th January, 1911.—*Mr. Monk*.. .. ..*Not printed*

86*a*. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all instructions or communications from the Department of Public Works or any officer thereof, or the minister of public works, to the chief architect, or any other architect, with respect to the preparation of plans for the construction of a post office building at Parrsboro, Nova Scotia, and all other post office buildings or public buildings to be used wholly or in part by the Post Office Department, for which votes have been passed during the period from 1st January, 1908, to 31st December, 1910 Presented 20th April, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

87. Return to an address of the Senate dated 22nd April, 1910, for:—

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the bank of Montreal, in 1909, between the government and Mr Ernest Cann, who had become the

CONTENTS OF VOLUME 23—*Continued.*

lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of a correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 11th January, 1911.—*Hon. Mr. Landry*-

Not printed.

87a. Supplementary return to an address of the Senate dated 22nd April, 1910, for:—

1. Copies of all orders in council or of every order of the department of justice and of the department of public works, and of all the correspondence exchanged between the government, the department of justice and public works, the bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subject of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the Bank of Montreal;

(*c*) its definite purchase from the bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple, and the People's Bank of Halifax in 1905, between the government and the bank of Montreal, in 1909, between the government and Mr. Ernest Cann, who had become the lessees of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 18th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87b. Further supplementary return to an address of the Senate dated 22nd April, 1910, for-

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works, and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

CONTENTS OF VOLUME 23—*Continued.*

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the Bank of Montreal in 1909, between the government and Mr. Ernest Cann, who had become the lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the names of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 27th January, 1911.—*Hon. Mr. Landry.*

Not printed.

87*c*. Supplementary return to an address of the Senate dated 22nd April, 1910, for copies:—

1. Copies of all orders in council or of every order of the Department of Justice and of the Department of Public Works; and of all the correspondence exchanged between the government, the Departments of Justice and Public Works, the Bank of Montreal, the firm of Carrier & Lainé, of Lévis, and all other persons, on the subjects of—

(*a*) The acquisition by the government of the property of the firm of Carrier & Lainé, at the time of the sale thereof by the sheriff in 1908;

(*b*) the subsequent expropriation, for purposes of public utility, of the same property, which had fallen into the hands of the bank of Montreal;

(*c*) its definite purchase from the Bank of Montreal by the government;

(*d*) the appointment of an agent to represent the government at the sale by the sheriff;

(*e*) the appointment of experts for proceeding with the expropriation of the lands in question;

2. Copies of all reports submitted, directly or indirectly, to the government, or in its possession, by the experts hereinbefore mentioned, or by the arbitrators to whom the Bank of Montreal and the firm of Carrier & Lainé had submitted their differences, or by the various advocates or agents acting in the name and in the interests of the government.

3. Copies of the various contracts entered into between La Banque du Peuple and the People's Bank of Halifax in 1905, between the government and the Bank of Montreal in 1909, between the government and Mr. Ernest Cann. who had become the lessee of the government, for a period of thirty years, of the lands and buildings formerly the property of Carrier & Lainé.

4. Copies of all documents whatsoever and of all correspondence relating to the various transactions aforesaid, and also a statement showing all the sums of money paid by the government with respect to such transactions, with the name of the persons to whom such sums were paid, and the amounts paid to each of them, and for what particular object. Presented 7th February, 1911.—*Hon. Mr. Landry.*

Not printed.

CONTENTS OF VOLUME 23—*Continued.*

87*d* Return to an order of the Senate dated 9th March, 1911, for a return of copy of the contract entered into between the Bank of Montreal and the People's Bank of Halifax, in 1905, in connection with the financial situation and with the obligations of the firm of Carrier-Laine, a copy of which contract was handed over to the government at the time of the financial transactions concluded between the Bank of Montreal and the government in 1909. Presented 4th April, 1911.—*Hon. Mr. Landry.* *Not printed.*

88. Return to an address of the Senate dated 24th November, 1910, for copies of all orders in council, memoranda or other correspondence respecting the resignation of the present Lieutenant Governor of the province of Quebec, the apopintment of his successor, the application for leave of absence, and the appointment of an administrator during the absence from the country of His Honour Sir Pantaleon Pelletier. Presented 11th January, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

88*a*. Return to an address of the Senate dated 8th February, 1911, for a copy of the order in council extending, for a period of two months, the leave of absence already obtained by Sir Pantaleon Pelletier, together with copy of all the correspondence on the subject between the government, His Honour the Lieutenant Governor of the province of Quebec, and the present administrator of the said province. Presented 14th February, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

89. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence, letters, telegrams, reports and papers of every description between the liquidators of the Charing Cross Bank or of A. W. Carpenter or anyone on their behalf, and any member of the government, or official thereof, regarding the affairs of the Atlantic, Quebec and Western railway, the Quebec Oriental railway, or the new Canadian Company, limited. Presented 18th January, 1911.—*Mr. Ames.* *Not printed.*

90. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing how many wireless telegraph stations are owned by the government where are they located, the cost of each, and the revenue derived from each; what stations are leased, to whom they are leased, the amount of rental received each year and the period covered by said lease. Presented 18th January, 1911.—*Mr. Armstrong.* *Not printed.*

91. Return to an order of the House of Commons, dated 15th March, 1910, for a return showing the names of all persons who have been fined for breach of fisheries regulations in the coast waters of the counties of Pictou and Cumberland, Nova Scotia, and Westmorland, New Brunswick, during the years 1907, 1908 and 1909, together with a full statement of the penalties inflicted, moneys collected, and fines or portion thereof remitted, if any, in each case. and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto. Presented 18th January, 1911.—*Mr. Rhodes.. .. ..Not printed.*

91*a*. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the names of all persons who have been fined for breach of fishery regulations in the coast waters of Prince Edward Island since the year 1900 up to this date, together with a statement of the penalties inflicted, moneys collected, and fines or portions thereof remitted, in each case; and for a copy of all instructions issued, reports, correspondence and documents relating in any manner thereto. Presented 6th March, 1911.—*Mr. Fraser.. .. ..Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

92. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of the mailing list, and names of all parties to whom the Department of Labour mailed or otherwise sent copies of the *Labour Gazette* during the year 1910, and of the names of all correspondents that report to the department on labour topics for the purposes of the *Labour Gazette*. Presented 18th January, 1911.—*Mr. Currie (Simcoe).* *Not printed.*

93. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all correspondence and other papers and documents that have passed between the government and any party or parties during the past year in connection with the dredging of the Napanee river; also any instruction given by the minister in connection therewith? Presented 18th January, 1911.—*Mr. Wilson (Lennox and Addington)* .. ..*Not printed.*

93*a*. Return to an address of the House of Commons, dated 12th December, 1910, for a copy of all correspondence, specifications, tenders, orders in council, and other papers relating to a contract or contracts entered into by the Department of Public Works for dredging in Miramichi Bay, New Brunswick, since the close of the last fiscal year. Presented 13th February, 1911. *Mr. Crocket* .. ..*Not printed.*

93*b*. Return to an order of the House of Commons, dated 23rd January, 1911, for a summary report on the state of the dredging works executed in the River Des Prairies up to the present time, making specially known the length, depth and width of the canal dredged up to date, and the amount expended on this work. Presented 22nd March 1911.—*Mr. Wilson (Laval)* .. ..*Not printed.*

93*c*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing:—1. A copy of the report of the engineer who made the survey and estimate of the Back River or Rivière des Prairies, between the eastern end of the Island of Montreal and the Lake of Two Mountains, in the province of Quebec, in view of the dredging and deepening of said river.

2. Details of work and expenditure to date in connection with the said work.

3. Estimate of cost of work remaining to be done and especially of the part between Bourde á Plouffe and the Lake of Two Mountains. Presented 22nd March, 1911.—*Mr. Monk* .. ..*Not printed.*

93*d*. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing during the seasons 1904, 1905, 1906, 1907, 1908, 1909 and 1910, what amounts were paid to Messrs. Dussault & Lemieux, dredging contractors, for work done by the *International*, the government dredge, leased to the said contractors, as far as the same can be ascertained. Presented 28th March, 1911.—*Mr. Sharpe (Ontario).* *Not printed.*

94. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the names and dates of first appointment of all lighthousekeepers, from Quebec to the sea, in the river and Gulf of St. Lawrence; also their present salaries, with an indication in each case of what they are obliged to provide for the lighthouse or signal service, and the amount of indemnity granted them for such provision. Also the rules or regulations which provido for the regular increase of their salaries. Presented 19th January, 1911.—*Mr. Monk* .. ..*Not printed*

CONTENTS OF VOLUME 23—*Concluded.*

94a. Return to an order of the House of Commons, dated 26th January, 1911, for a return giving the names of the lighthouse keepers on the St. Lawrence, between Quebec and Montreal, since the 12th April. 1887, and what yearly salary has been paid them respectively since that date. Presented 27th February, 1911.—*Mr. Blondin.* *Not printed.*

95. Return to an address of the House of Commons, dated 5th December, 1910, a copy of a Report by Mr. W. T. R. Preston, Commissioner of Trade and Commerce in Holland *re* the establishment of a Netherland loan company in Canada; of all communications between the Department of Trade and Commerce and any other department of the government and Mr. Preston on the subject matter of this report; a copy of all correspondence between Mr. Preston and any person or persons in Holland regarding proposed operations of a Dutch Loan Company in Canada, and a copy of correspondence or communications of any nature whatsoever between the government or the department with any persons relating to this question. Presented 19th January, 1911.—*Mr. Monk*.. .. ..*Not printed.*

95a. Return to an order of the House of Commons, dated 22nd November, 1909, for a copy of all correspondence, petitions, reports written representations in the hands of the government, or any department of the same, concerning the commercial or trade mission to Japan of W T. R. Preston, as Canadian Trade Commissioner for Canada, and of the reports of said commissioner, as well as all other reports and despatches received by the government in connection with the execution of said mission. Presented 6th February, 1911.—*Monk*.. .. ..*Not printed.*

95b. Supplementary return to an order of the House of Commons, dated 22nd November, 1909, for a copy of all correspondence, petitions, reports, written representations in the hands of the government, or any department of the same, concerning the commercial or trade mission to Japan of W. T. R. Preston, as Canadian Trade Commissioner for Canada, and of the reports of said commissioner, as well as all other reports and dispatches received by the government in connection with the execution of said mission. Presented 13th February, 1911.—*Mr. Monk*.. .. ..*Not printed.*

95c. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of all correspondence between any department of the government and Mr. W. T. R. Preston, Trade Commissioner in Holland, regarding the Netherlands Land Company, since the date of the last resolution adopted by this House, calling for the same at the present session; also a copy of the official document issued by the government respecting the high regard in which western farm lands are held by some of the principal loan and investment companies. Presented 23rd February, 1911.—*Mr. Monk*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24.

95d. Copy of the Treaty of Commerce and Navigation between Great Britain and Japan, signed at London, 3rd April, 1911. Presented 20th April, 1911. by Hon. W. S. Fielding. *Printed for sessional papers.*

95e. Papers with reference to treaty with Japan. Presented 17th May, 1911, by Hon. W. S. Fielding.. .. ..*Printed for sessional papers.*

96. Return to an order of House of Commons, dated 11th January, 1911, for a copy of all applications, reports, records, correspondence, &c., in connection with the entry or cancellation proceedings in respect of the s.w. ¼ section 10, township 38, range 15, west 2nd meridian. Presented 19th January, 1911.—*Mr. Lake*.. .. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

96a. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all applications, correspondence, and other documents in reference to sections 11, 12, 14, 22, 24, 28, 30, 32, 34, and 36 in township 10, range 22, west of the 4th meridian. Presented 1st February, 1911.—*Mr. Wallace*.. .. ..*Not printed.*

96b. Return to an order of the House of Commons, dated 8th February, 1911, for a copy of all letters, telegrams and correspondence between the Department of the Interior or any of its officials and Mr. J. Krenzer, or their solicitor, or one Mr. Wolf, and of all reports of the officials of the said department respecting the south half section 28, township 27, range 18, west of the 2nd principal meridian, and also all correspondence, letters and telegrams between the department and one Thomas Greenway or his brother respecting the said lands; and all correspondence between the department and its officials respecting the said lands; and all papers, reports, correspondence and documents put in the files of the department, since the 1st of April, in relation to the dispute between said Krenzer and said Greenway. Presented 22nd February, 1911.—*Mr. Staples*.. .. ..*Not printed.*

97. Minutes of conference held at Washington the 9th, 10th, 11th and 12th January, 1911, as to the application of the award delivered on the 7th September, 1910, in the North Atlantic coast fisheries arbitration to existing regulations of Canada and Newfoundland. Presented 19th January, 1911. by Sir Allen Aylesworth.
Printed for both distribution and sessional papers.

97a. Copy of order in council approved by His Excellency the Governor General in Council on the 21st January, 1911, relating to changes in the fishery regulations under section 54 of "The Fisheries Act," chapter 45 of the revised statutes of Canada, 1906, in conformity to the agreement made at the conference held at Washington, January, 1911 Also dspatch from Mr. Bryce to Lord Grey. Presented 25th January, 1911, by Hon. L. P. Brodeur... .. ..*Printed for both distribution and sessional papers.*

97b. (1) Copy of Hague Tribunal Award concerning Atlantic fisheries given 7th September, 1910;

(2) Extracts from the special fishery regulations for the province of Quebec;

(3) Protocol 30 containing statements of the acts of Newfoundland and Canada objected to by the United States authorities.

On motion of Mr. Brodeur, it was ordered, That Rule 74 be suspended, and that the foregoing papers in connection with the "Hague Tribunal Award," be printed forthwith, and put under the same cover as the documents the printing of which was ordered at the sitting of the House on the 25th January, 1911. Presented 27th January, 1911, by Hon. L. P Brodeur.
Printed for both distribution and sessional papers.

98. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all memorials, petitions and requests received by the government since last session advocating the enlargement of the Welland canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay canal. Presented 20th January, 1911.—*Mr. Hodgins*.. .. ..*Not printed.*

98a. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of the lease made between the government and the Canadian Light and Power Company relating to the Beauharnois canal. Presented 20th January, 1911.—*Mr. Lortie.*
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

98*b*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing in detail:—1. All sums paid by the concessionaires or grantees of the Beauharnois canal as rental or royalties upon the rights conveyed to them by the Crown on the Beauharnois canal, or paid by their assigns in the enjoyment of the said rights, since the concession.

2. Of all sums paid or expended by the government upon the said canal since the date of the said concession.

3. Of all sums actually due the Crown by the grantees or assigns for the use of the said canal or in connection therewith. Presented 7th February, 1911.—*Mr. Monk.* *Not printed.*

98*c*. Supplementary return to an order of the House of Commons, dated 11th January, 1911, for a copy of all memorials, petitions and requests received by the government since last session advocating the enlargement of the Welland canal, as well as all memorials, petitions, resolutions, &c., favouring the construction of the Montreal and Georgian Bay canal. Presented 10th February, 1911.—*Mr. Hodgins.. ..Not printed.*

98*d*. Return to an order of the House of Commons, dated 1st February, 1911, for a copy of all leases, agreements and contracts made with any person, persons, company or corporations, granting by way of lease or otherwise, any water powers on or along the Trent Valley canal; together with any correspondence in connection with same. Presented 9th March, 1911.—*Mr. Roche.. .. ..Not printed.*

98*e*. Return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence concerning the lease or alienation of the Beauharnois canal, of all reports called for by the government and made concerning the said alienation by experts, officers of the departments or others, of all orders in council respecting said alienation and of the deed or deeds between the Crown and the concessionaires embodying the said lease or alienation and respecting also any transfers of their rights and privileges by the original grantees. Presented 14th March, 1911.—*Mr. Monk.. .. ..Not printed.*

99. Return to an order of the House of Commons, dated 12th December, 1910, for a statement showing the amounts paid by the several government departments since 1st January, 1908, to the following law firms, or to any member thereof, and what has been in each case the nature of the service rendered; Messrs. Dandurand, Hibbard & Company, Montreal; Stewart, Cox & McKenna, Montreal; Smith, Markay & Company, Montreal; Hibbard, Boyer & Gosselin, Montreal. Presented 23rd January, 1911.—*Mr. Reid (Grenville).. .. ..Not printed.*

100. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing the cost of the Senate of Canada for each year since the fiscal year 1896. under the headings of number of senators, indemnity, travelling expenses, printing, staff, and contingencies. Presented 23rd January, 1911.—*Hon. Mr. Foster.* *Not printed.*

101. Return to an order of the House of Commons, dated 16th January, 1911, for a return showing the names of the United States consuls or consular officers in the Dominion, the districts over which each has consular authority, the scale of fees which is exacted by them for certification of exports to the United States and the number of certified lots of goods exported under certificate during the year 1910. Presented 24th January, 1911.—*Mr. Rhodes.. .. ..Not printed.*

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102. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all customs entries made at Vancouver, British Columbia, for goods entered free of duty by each of the following parties during each of the years 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910:—Robert Kelly, by himself, agent, or broker for him; Kelly. Douglas & Company, or agent, or broker, for them; and by any or all of the departments of the Dominion government; also by any other person, firm or firms, or broker, having been allowed to make free entry at Vancouver, British Columbia, during above years, declared as for supply to the Dominion government. Presented 24th January, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

102*a*. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the average value for duty in 1896 and 1910, respectively, of the unit of each article or commodity enumerated in the schedules of the Customs Act, on which an ad valorem duty was payable together with the rate of duty, the amount on which duty was paid, and the amount of duty paid for each year, with the totals, respectively. Presented 13th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

103. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the names, respective ages, when appointed, and pay received, by the sessional employees of the House of Commons. Presented 25th January, 1911.—*Mr. Sproule*.. .. ..*Not printed.*

103*a*. Return to an order of the House of Commons, dated 13th February, 1911, for a return showing the names and addresses of all sessional employees of the House of Commons, beginning with the session immediately subsequent to the elections of 1896, and for each year succeeding, to and including the present session, their duties in each case, their home addresses, their salaries, their transfers in each and every case to either other appointments of the sessional staff or to permanent employment in any department, the dates of each such appointment or transfer, upon whose recommendation each such appointment was made, their dismissals, if any, and the reasons therefor. Presented 28th March, 1911.—*Mr. Sharpe (Ontario)*.. .. .. ..*Not printed.*

104. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the date of the opening and closing of parliament for each year from 1896 to 1910, and the number of days the House and Senate was in session for each of these years. Presented 27th January, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

105. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all letters, telegrams, correspondence, petitions and communications referring in any manner to the establishment or maintenance of the mail route from Athol post office to South Athol, county of Cumberland. N.S Presented 27th January, 1911.—*Mr. Rhodes*.. .. ..*Not printed.*

106. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all correspondence, telegrams or memoranda had between this government, or any member thereof, and the provincial government of Alberta and Saskatchewan, or either of them, or any of their members, in reference to securing control by such provincial governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said provinces. Presented 27th January, 1911.—*Mr. Herron*.. .. ..*Not printed.*

106*a*. Return to an order of the House of Commons, dated 13th February, 1911, for copies of any correspondence between the government of the Dominion, or any member thereof, and the provincial governments of Alberta and Saskatchewan, or either of

CONTENTS OF VOLUME 24—*Continued.*

them, or any of their members, in reference to securing control by such provincial governments of the lands, timber, water powers, coal and other minerals, or any of the natural resources which exist within the respective boundaries of said provinces, other than school lands. Presented 20th February, 1911.—*Mr. Lake.. ..Not printed.*

107. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Minister of Justice and the Attorney General of Nova Scotia in respect to the proposed change in the constitution of the Admiralty Court for that province. Presented 30th January, 1911.—*Mr. McKenzie.. .. .. Not printed.*

108. Return to an address of the House of Commons, dated 5th December, 1910, for a copy of the proclamation of the Governor in Council naming a day for the coming into force of an Act intituled "An Act to amend the Railway Act, 1903," chapter 31 of the Statutes of Canada of 1904 as provided for by Section 2 of that Act. Presented 30th January, 1911.—*Mr. Lennox.. .. ..Not printed.*

109. Return to an address of the House of Commons, dated 11th January, 1911, for a statement giving a concise history of the negotiations in regard to reciprocal trade carried on since 1900 between the governments of Canada and of the Australian Commonwealth, together with a copy of official telegrams upon the same subject exchanged between the two governments, or between the official representatives thereof, since the Imperial Conference of 1907. Presented 31st January, 1911. —*Mr. Ames.. .. ..Not printed.*

109a. Tariff relations between the United States and the Dominion of Canada, 1911. Presented 1st February, 1911, by Hon. W. S. Fielding.. .. ..*Not printed.*

109b. Tariff relations between the United States and the Dominion of Canada, correspondence and statements, 1911. Presented 6th February, 1911, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

109c. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing respectively, the total trade, the imports, the exports for each year from 1846 to 1876, both inclusive, between the British North American possessions, except Newfoundland, and the United Kingdom, the United States of America and other countries respectively. Presented 14th March, 1911.—*Mr. Borden.. .. ..Not printed.*

110. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence between the Finance Department, or any of its officers, or any members of the government, and any persons or corporotions with reference to the incorporation of the Farmer's Bank, or to circumstances in connection therewith. Presented 1st February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

110a. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the government or any member thereof, or any official of the Department of Finance, and any person or association, with reference to the conduct and affairs of the Farmer's Bank since the date of its organization. Presented 1st February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

110b. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of the full report and finding of the curator of the Farmer's Bank, up to the time of his appointment as liquidator of the same by the shareholders for the requisition of which, authority is given to the Minister of Finance by Section 122 of the Bank Act. Presented 1st February, 1911.—*Hon. Mr. Foster.*
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

110*c*. Return to an address of the House of Commons, dated 16th January, 1911, for a copy of all applications, petitions, letters, telegrams and other documents and correspondence, and all orders in council and certificates, relating to or connected with the establishment of the Farmer's Bank of Canada and its operations. Presented 1st February, 1911—*Mr. Taylor (Leeds).*
Printed for both distribution and sessional papers.

111. Return to an order of the House of Commons, dated 7th December, 1910, for a return showing the total cost to date of wharves at North Bay, Burks Falls and Maganatawan, Ontario; the name, date of appointment and salary of wharfinger in each case; the schedule of fees charged to public or others for use of wharf in each case; and a detailed statement of receipts for each wharf for the years 1907, 1908, 1909, giving name of party paying and for what. Presented 2nd February, 1911.—*Mr. Arthurs.*
Not printed.

112. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence since the 1st January, 1909, with the Department of Justice or any officers of that department, making or supporting request for increase of pay to employees of the penitentiary at New Westminster; and of all reports or recommendations in that connection made by any officer of the department. Also a copy of all reports made during the period indicated, by the grand jury at New Westminster with reference to the conditions at said penitentiary. Presented 3rd February, 1911. *Mr. Taylor (New Westminster).. .. ..Not printed.*

113. Report of proceedings between the Farmers' Delegation and the Prime Minister and members of the government held in the House of Commons chamber on the 16th December, 1910, with corresponding preliminary to the meeting. Presented 6th February, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

113*a*. Report of proceedings of the deputation of fruit and vegetable growers and the Prime Minister and members of the government held in the House of Commons on the tenth February instant. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

113*b*. Memorandum presented by the meat packers of Ontario and Quebec at a meeting held with members of the government on Monday, February 13, 1911. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

114. Return to an address of the Senate dated 12th January, 1911, for a copy of the order in council appointing His Honour Judge Jetté, administrator of the province of Quebec during the absence of Sir Pantaléon Pelletier, as well as a copy of any instruction whatsoever in connection with such appointment. Presented 19th January, 1911.—*Hon. Mr. Landry.. .. ..Not printed.*

115. Return to an address of the Senate dated 17th January, 1911, calling for dates of publication and distribution to members of parliament of the English and French editions of the debates of the Senate and of the House of Commons from the year 1900 to date. Presented 25th January, 1911.—*Hon. Mr. Landry.. .. .. ..Not printed.*

115*a*. Return to an order of the Senate dated 17th January, 1911, for a copy of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to members of parliament:—

1. Of the English edition of the Journals of the Senate.

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2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same. Presented 14th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

115*b*. Return to an order of the Senate dated 17th January, 1911, for a copy of a return showing, year by year, from 1900, up to the present day, the date of the publication and distribution to members of parliament:—

1. Of the English edition of the Jounrnals of the Senate.
2. Of the French edition of the same.
3. Of the English edition of the Journals of the House of Commons.
4. Of the French edition of the same. Presented 14th February, 1911.—*Hon. Mr Landry*.. .. ..*Not printed.*

116. Return to an address of the Senate dated 17th January, 1911, for a statement of the number of applications for and number of divorces granted by the parliament of Canada from 1894 to 1910 inclusive. Presented 24th January, 1911.—*Hon. Mr. McSweeny*.. .. ..*Not printed.*

117. Return to an address of the Senate dated 22nd April, 1910, showing the expenses incurred, and the date of each of the payments made by the government for the electric installation in each of the rooms of the immigration officer at Quebec during the years 1908 and 1909. Presented 31st January, 1911.—*Hon. Mr. Landry.*
1911.—*Mr. Lennox*.. .. ..*Not printed.*

118. Return to an order of the House of Commons, dated 16th January, 1911, for a return showing what amount the government paid Mr. F. H. Chrysler, K.C., for professional services between May, 1896, and 31st March, 1909, and what amount during the financial year ending 31st March, 1910; what amount since 31st March, 1910; what amount is now due by the government to Mr. Chrysler; and in what transactious or cases Mr. Chrysler is now engaged in for the government. Presented 6th February. 1911.—*Mr. Blain*.. .. ..*Not printed.*

119. Return to an order of the House of Commons, dated 25th January, 1911, for a statement showing:—

1. How much wheat was exported from Canada for the crop years ending 31st August, 1908, 1909 and 1910.
2. How much wheat was exported from Canada through United States ports during 1908, 1909 and 1910, naming said ports, and amount exported from each port.
3. How many terminal grain elevators are there at Port Arthur and Fort William, and what is the name of each.
4. How much grain was shipped through each elevator at Port Arthur and Fort William during each year 1908, 1909 and 1910, and what are the names of the elevators respectively.
5. How much wheat was exported from Canada during each crop year 1908, 1909 and 1910, not passing through the terminal elevators at Port Arthur and Fort William.
6. How many men are employed by the government in connection with the terminal elevators at Port Arthur and Fort William, and what is the total salary paid the men per year Presented 7th February, 1911.—*Mr. Schaffner.*

Printed for sessional papers.

120. Return to an order of the House of Commons. dated 18th January, 1911, for a return showing how many appointments have been made by the government from the con-

CONTENTS OF VOLUME 24—*Continued.*

stituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case. Presented 9th February, 1911.—*Mr. Blain.* *Not printed.*

120*a*. Return to an order of the House of Commons, dated 25th January, 1911, for a return showing the full names of the permanent and temporary employees appointed at Quebec since the first of January, 1905, in the following departments: Post Office, Customs, Inland Revenue and Public Works; the age and place of residence of each of these employees at the time of their appointment, the dates and nature of changes, promotions or increases of salary granted them since their appointment. Presented 15th February, 1911.—*Mr. Lachance*.. .. ..*Not printed.*

120*b*. Supplementary return to an order of the House of Commons, dated 18th January, 1911, for a return showing how many appointments have been made by the government from the constituency of South Grey since 1904, their names, to what positions appointed, and the salary or remuneration in each case. Presented 20th February, 1911.—*Mr. Blain*.. .. ..*Not printed.*

120c. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing how many appointments have been made by the government from the constituency of Wentworth since 1904, together with their names, to what positions appointed, and the salary or remuneration in each case. Presented 27th February, 1911.—*Mr. Blaine*.. .. ..*Not printed.*

121. Return to an address dated the 24th November, 1910, for copies of all orders in council, of all decisions rendered by the Military Council or some of its members, and of all correspondence concerning the guard and escort of honour applied for in August and September last on the occasion of the visit in Quebec and Montreal of His Excellency Cardinal Vannutelli. Presented 10th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

122. Return to an address of the Senate dated 1st February, 1911, calling for copies of petitions presented by the Quebec Board of Trade, or of the resolutions adopted by it during November and December last, and transmitted to the Right Honourable the Prime Minister of this country, together with all correspondence exchanged on the subject of these resolutions. Presented 7th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

123. Return to an order of the House of Commons, dated 11th January, 1911, for a copy of all letters, agreements, telegrams, or memoranda with respect to the application for water-power license on the Elbow river west of Calgary. Presented 13th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed*

123*a*. Return to an order of the House of Commons, dated 18th January, 1911, for a copy of all correspondence had between the government, or any member thereof, and the Municipal Council of the City of Calgary, or any member thereof, regarding the conserving of the water flow of the Elbow river above the intake established by the said city in connection with their water works system. Presented 16th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed.*

124. Return to an order of the House of Commons, dated 26th January, 1911, for a statement showing the amounts paid by the various departments of the government to the Sherwin-Williams Company for paints and other goods in the years 1906, 1907, 1908, 1909 and 1910. Presented 14th February, 1911.—*Mr. Boyce*.. .. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

125. Return to an order of the Senate dated 18th January, 1911, showing —

1. In 1884, did a federal statute (47 Vict., ch. 78) confirm the legal existence of the Quebec Bridge Company?

2. In 1901, did not another federal statute (1 Edward VII, ch. 81), give birth to a company known as "The Quebec Terminal and Railway Company"?

3. In 1903, after having been, for two years, completely distinct from one another, did not the two above-mentioned companies amalgamate, constituting a new company, to which a federal statute (3 Edward VII, ch. 177) gave the name of "The Quebec Bridge and Railway Company"?

4. Was it not during the same year 1903, that were signed between the Quebec Bridge and Railway Company, the agreements which gave to the government the power to substitute itself to the bridge company and to complete at a certain date the colossal enterprise of the construction of a bridge over the St. Lawrence near Quebec?

5. Was not this substitution of the government to a private company confirmed by federal legislation in 1908 at the time of the adoption by parliament of chapter 59 of 7-8 Edward VII?

6. Under the said legislation, has the government passed an order in council enacting that it take hold of the whole of the undertaking, assets, properties and concessions of the said Quebec Bridge and Railway Company?

7. When was this order in council passed?

8. What composes the whole of the undertaking, assets, properties and concessions of the said company mentioned in the laws?

9. Has any part of the said whole of the undertaking, assets, properties and concessions of the company been transferred to the Grand Trunk Pacific Railway Company, or to the National Transcontinental Commission?

10. What was the part so transferred?

11. Does it comprise the bridge or some of the railway lines from the bridge and ending at the city of Quebec or at some place on the line of the Canadian Pacific railway, on the north, and of the Grand Trunk railway on the south of the river?

12. Are not the construction of the bridge and of the railway lines from the bridge, north and south of the St. Lawrence river, under the exclusive jurisdiction of the government who have kept the entire control thereof? Presented 14th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

125*a*. Return to an address of the Senate dated 22nd February, 1911, for a copy of the order in council, dated 17th August, 1908, authorizing the transfer to the government of the Quebec bridge, and of all the assets, franchises and privileges then the property of the Quebec Bridge and Railway Company. Presented 8th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

126. Return to an order of the House of Commons, dated 7th December, 1910, for a copy of all papers, reports, valuations, plans, documents, contracts, advertisements, tenders, offers, and letters, relating to the sale and disposition of the property purchased by the government for a barracks site at Toronto, and recently sold by the government, generally known as the Baby Farm or property; and more particularly, all correspondence, valuations or opinions as to the value of the said property, and as to the method of disposal thereof; and also a copy of advertisements, number of insertions, and names of papers in which same appeared, in the possession of the Department of Militia, or any other department of the government. Presented 10th February, 1911.—*Mr. Macdonell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

127. Return to an order of the Senate dated 17th January, 1911, for a return showing, in as many distinct columns:—

1. The names of all departments obliged by law to lay before parliament reports of their annual operations.

2. The date fixed by law for the laying of the said reports before parliament.

3. The date on which the said reports have been laid for the fiscal year ending 31st March, 1910, stating whether it was the English or the French edition which was so laid.

4. The date of the publication and distribution of the French edition of the said reports.

5. The title of the reports which, up to the 15th January, 1911, nine months and a half, after the fiscal year ending the 31st March, 1910, have not yet been published in French.

6. The titles of the reports which, up to the 15th January, 1911, twenty-one months and a half after the fiscal year ending the 31st March, 1909, have not yet been published in French. Presented 16th February, 1911.—*Hon. Mr. Landry.. ..Not printed.*

128. Return to an order of the House of Commons, dated 26th January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses. Presented 17th February, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

128*a*. Supplementary return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers for data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebeo and Western Railway Company, the Quebec and Oriental R. R. Company and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above expenses. In the case of any mileage operated, the yearly revenues and working expenses. Presented 17th March, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

128b. Further supplementary return to an order of the House of Commons, dated 23rd January, 1911, for a return showing the date of incorporation, a copy of the Act of incorporation, and any subsequent amendments thereto, all petitions, correspondence, applications and other papers or data asking for or relating to the grant of subsidy thereto, a copy of all contracts for construction, the subsidies granted and the several payments of the same, the dates of payment and the persons to whom cheques were issued therefor, a copy of engineer's reports and certificates on which payment was authorized in each case, the number of miles completed, the number now being operated, the number of miles still to be finished, the total cost to date and the estimated cost of completion, and the present condition of the road, in the case of the Atlantic, Quebec and Western Railway Company, the Quebec and Oriental R. R. Company, and the new Canadian company. Also the shareholders, directors and officers of each of these companies, the capital subscribed and paid up by each subscriber, the amounts paid out each year to directors and officers as fees and salaries, the amount paid for promotion or other expenses, in detail, for each of the above companies. In the case of any mileage operated, the yearly revenues and working expenses. Presented 28th March, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

129. Return to an order of the House of Commons, dated 19th January, 1910, for a return showing in the construction of drill halls or armouries, or the leasing of sites for camps of instruction, in how many and what instances municipalities, regiments, or individuals, have contributed to the cost of the same in the way of concessions, sites, or moneys, and the amount in each case since 1904. Presented 20th February, 1911.—*Mr. Worthington*.. .. ..*Not printed.*

130. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence with the Department of the Interior or any officer thereof in regard to half-breed scrips numbers A. 8931 and A. 9970 issued to Joseph William Malbœuf, together with a copy of all documents in any way relating to the said scrips. Presented 20th February, 1911.—*Mr. Martin (Regina)*.. .. ..*Not printed.*

130*a*. Return to an order of the House of Commons, dated 18th January, 1911, for a copy of all corrspondence, reports, letters, telegrams and other documents, exchanged between the Right Reverend George Holmes, D.D., of Lesser Slave Lake, or anyone on his behalf, and the Minister of the Interior, or any official or temporary employee of the government, in reference to the issue or application of half-breed scrip. Presented 22nd February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

131. Return to an order of the Senate dated 9th February, 1911, for a return showing the importations by the Dominion from the United States in the year 1910 of the following commodities:—

1. Beef and live cattle. 2. Sheep. 3. Poultry. 4. Ham. 5. Pork. 6. Bacon, 7. Flour. 8. Wheat. 9. Barley.

With the value of the different articles.

Showing also the exportations from the Dominion to the United States of the corresponding products with their relative value. Presented 22nd February, 1911.—*Hon. Mr. Macdonald (B.C.)*.. .. ..*Printed for sessional papers.*

131*a*. Return to an order of the Senate dated 10th Februry, 1911, for a return showing in as many distinct columns, for the last five years, with an additional column containing the average thereof:—

I. The quality and value of each of the following products.—

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1. Live stock. 2. Pork and bacon. 3. Potatoes. 4. Eggs. 5. Butter. 6. Cheese. 7. Maple sugar. 8. Fruit. 9. Garden products. 10. Hay. 11. Wheat. 12. Flour. 13. Oats. 14. Other natural products. 15. Agricultural implements.

Of Canadian origin exported to:—(*a*) the United States; (*b*) the English market; (*c*) other countries.

II. The quantity and quality of the same articles, together with the amount of duty collected on each of them for consumption and imported from:—(*a*) the United States; (*b*) the British Isles; (*c*) other countries. Presented 14th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

132. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Department of the Interior, or any of its officers, and any other persons, respecting the timber on the Fanny Louise Irwin homestead in the District of Chilliwack, British Columbia, including any instructions to solicitors to issue a writ in Exchequer Court for cancellation of timber rights not reserved in Crown grant of the homestead. Presented 20th February, 1911.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

133. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing the total acreage of school lands sold in the provinces of Alberta and Saskatchewan in each of the years 1906, 1907 and 1908, with the average prices realized, also a statement of sales of such lands in each said province since 1st of January, 1909, to date, giving the places at which each sale was held and date of sale; the description of the land sold; the upset price at which it was offered and the price realized; and the area of land in each township, in which these school lands are located, that was under cultivation at the time it was decided to sell the school lands therein. Presented 20th February, 1911.—*Mr. McCarthy*.. .. ..*Not printed*

134. Return to an order of the House of Commons, dated 15th December, 1909, for a copy of all papers, letters, telegrams, documents, petitions, reports and correspondence with reference to, or in any way concerning the appointment of a government weigher at Montreal. Presented 20th February, 1911.—*Mr. Armstrong*.. .. ..*Not printed.*

135. Supplementary return to an order of the House of Commons, dated 28th February, 1910, for a return showing the number of persons in the employ of each department of the government during the year 1909 under the following heads: (*a*) civil service employees at Ottawa; (*b*) civil service employees outside of Ottawa; (*c*) in stated and regular employ, but not under the Civil Service Act, giving the distinctive service of each group; (*d*) those in temporary or casual employment, giving the distinctive work of each group, and also showing the total amount paid under each head. Presented 20th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

136. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Picton, in each year during which the SS. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, statements showing the total cost of putting coal aboard: the quantity of freight handled at Picton, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

136*a*. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Picton, in each year during which the SS. *Earl Grey* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

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Also, statements showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

136*b*. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total quantity of coal delivered to ship at Pictou, in each year during which the SS. *Stanley* has been engaged in the winter service between Prince Edward Island and Nova Scotia, and the cost thereof.

Also, statments showing the total cost of putting coal aboard; the quantity of freight handled at Pictou, and the total cost of handling such freight. Presented 21st February, 1911.—*Mr. Stanfield*.. .. ..*Not printed.*

137. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of the last advertisement for tenders, and the specification and contract or proposed contract for the erection of the Quebec bridge. Presented 21st February, 1911.—*Mr. Lennox*.. .. .. *Not printed.*

137*a*. Return to an address of the House of Commons, dated 5th December, 1910:—

1. For a return showing the contract between the Quebec Bridge and Railway Company and M. P. Davis, dated July 27, 1903, providing for the construction of the lines of railway connecting the Quebec bridge with the city of Quebec and with certain other railways, the tender upon which the contract was based. and the estimated cost at the time of the contract based upon the scheduled quantities and prices.

2. The agreement transferring this undertaking to the government, and of all correspondence and documents in connection therewith and of the order in council of 16th February, 1909, transferring it to the commissioners of the Transcontinental railway.

3. And stating the mileage of the lines of railway embraced in this contract.

4. The sums paid on account by the Quebec Bridge and Railway Company, and the purposes for which it was paid.

5. The amount owing or claimed by the contractor for work done or material supplied up to the time the undertaking was taken over by the government, and the date of taking it over, the amount paid or undertaken to be paid by the government to the company or its members, the estimated amount at that time required to complete the work, the amount the government or commissioners have since paid and the estimated amount yet to be paid.

6. And setting forth the reasons for taking the undertaking out of the hands of the Bridge and Railway Company and for transferring it to the commissioners.

7. Any other sums paid, allowed or assumed for or on account of this company or its members, and the account on which paid, allowed or assumed. Presented 28th March, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

137*b*. Return to an address of the House of Commons, dated 6th March, 1911, for a copy of the order in council appointing, or providing for the appointment of, the engineers to prepare and determine upon plans ond specifications, and superintend the construction of the Quebec bridge, and of all instructions, correspondence, writings and documents, in connection with these appointments, including the two additional engineers; and also a copy of any subsequent orders in council, or any instructions, correspondence, &c., relating to the refusal of any of the engineers to act, or continue in office, or the retirement, or substitutions of engineers. Presented 12th April, 1911. —*Mr. Lennox*.. .. ..*Not printed.*

137*c*. Return to an order of the House of Commons, dated 10th April, 1911, for a copy of all correspondence between the Department of Labour and various labour organizations,

CONTENTS OF VOLUME 24—*Continued.*

or their officers, in connection with the Quebec bridge. Presented 20th April, 1911.—*Mr. Ames*.. .. ..*Not printed.*

137*d*. Return to an order of the Senate dated 24th November, 1910, calling for a copy of all correspondence between the government, some of its members or employees, and the engineers oppointed to prepare the plans of the new bridge to replace the one which collapsed at Quebec in the year 1907. Presented 20th April, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

138. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1910, &c. Presented 21st February, 1911, by Hon. W. S. Fielding. .. .. ..*Not printed.*

139. Fourth Joint Report of the Commissioners for the demarcation of the meridian of the 141st degree of west longitude (Alaskan boundary) appointed in virtue of the first article of the convention between Great Britain and the United States, signed at Washington on the 21st April, 1906. Presented 21st February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

140. A return to an address of the Senate dated 20th January, 1911, calling for copies of all orders in council and ordinances, and of all correspondence exchanged between the parties interested in the subject:—

1. Of the lease, before 1896, to Mr. Georges Tanguay of a military property belonging to the government and situated on des Ramparts street at Quebec.

2. Of the requests made by other persons at that time, to purchase or lease the property in question.

3. Of the sale of the same property to the same Georges Tanguay. agreed to by the present government about 1897. Presented 21st February, 1911.—*Hon. Mr. Landry. Not printed.*

141. Return to an order of the House of Commons, dated 7th December, 1910, for a statement showing the disposition made by the government during the past year of the following:—public lands, timber limits, mineral areas, water-powers and fishing rights. Presented 22nd February, 1911.—*Mr. Sharpe (Lisgar)*.. .. .. ..*Not printed.*

141*a*. Supplementary return to an order of the House of Commons, dated 7th December, 1910, for a statement showing the disposition made by the government during the past year of the following:—public lands, timber limits, mineral areas, water-powers and fishing rights. Presented 19th May. 1911.—*Mr. Sharpe (Lisgar)*.. ..*Not printed.*

142. Return to an order of the House of Commons, dated 11th January, 1911, for a return showing the concessions granted to Canada by British countries, the products of which may be imposed into Canada under the preferential tariff. Presented 23rd February, 1911.—*Mr. Ames*.. .. ..*Not printed.*

143. Order in council, correspondence, &c., in respect to a resolution of the Legislative Assembly of the province of Saskatchewan, declaring it desirable that the parliament of Canada should create out of the public domain within the province, a suitable land grant for the University of Saskatchewan. Presented 23rd February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

144. Return to an order of the House of Commons, dated 23rd January, 1911, for a return showing:—1. All grants, leases, licenses, and concessions given to individuals or corporations of water power rights or privileges on the Winnipeg river at present in force. 2. The names and descriptions of such power sites. 3. The terms and conditions upon which they are respectively held. 4. The dates upon which these powers

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or privileges were respectively given. 5. What constitutes forfeiture. 6. What grants, leases or licenses have been forfeited. 7. The general rules and regulations, if any, applying to the giving and holding of the water-powers on this river. 8. The amount of development effected by the grantees or lessees respectively. 9. What title or interest the Dominion claims in the running water, the bed of the river, and the banks thereof. Presented 24th February, 1911.—*Mr Haggart (Winnipeg).* *Not printed.*

145. Return to an order of the House of Commons, dated 5th December, 1910, for a return showing the total number of accidents on railways in Canada since 1st April, 1909, and up to date; the number of fatal accidents; the number on each railway, and the causes of the same. Also, the number of accidents on construction work, fatal or otherwise, on the Canadian Northern and the Grand Trunk Pacific railways, and the causes of the same. Presented 24th February, 1911.—*Mr. Smith (Nanaimo).* *Not printed.*

146. Return to an order of the Senate dated 24th January, 1911, showing, year by year, from 1st July, 1896, up to date, the amounts paid to Mr. J. B. Laliberté, of Quebec, merchant, by each of the departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

147. Return to an order of the Senate dated 25th January, 1911, for the production of a statement showing, year by year, from the 1st July, 1896, up to this date, the sums of money paid to the newspaper, the *Daily Telegraph*, of Quebec, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

148. Return to an order of the Senate dated 26th January, 1911, for a return showing, year by year, since 1st July, 1896, up to date, the amounts paid to Mr. Louis Letourneau, of Quebec, or to the Quebec Preserving Company, by each of the departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry.* *Not printed.*

149. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st of July, 1896, to this date, the sums of money paid to Messrs. Samson and Filion, of Quebec, merchants, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

150. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. C. E. Taschereau, of Quebec, notary, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

151. Return to an order of the Senate dated 27th January, 1911, for the production of a return showing, year by year, from the 1st July, 1896, to this date, the sums of money paid to Mr. George Tanguay, of Quebec, by each of the different departments of the government of this country. Presented 24th February, 1911.—*Hon. Mr. dry*.. .. ..*Not printed.*

152. Return to an order of the House of Commons, dated 6th February, 1911, for a copy of the curator's reports in the cases of all banks for which curators have been appointed. Presented 27th February, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed*

CONTENTS OF VOLUME 24—*Continued.*

152*a*. Supplementary return to an order of the House of Commons, dated 6th February, 1911. for a copy of the curators' reports in the cases of all banks for which curators have been appointed. Presented 2nd May, 1911.—*Hon. Mr. Foster.. .. ..Not printed.*

153. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of the by-laws, rules and regulations of the Canadian Bankers' Association as approved by the Treasury Board and now in effect. Presented 27th February, 1911.—*Hon. Mr. Foster.. .. ..Printed for sessional papers*

154. Return to an order of the House of Commons, dated 30th January, 1911, for a return showing the total amount of money that has been expended on the Seybold building for alterations and repairs, or in installation of elevators, heating apparatus or other fixtures, by the government during the term of the present lease, and also under the former lease, when used for census purposes.

2. The particulars of expenditures and to whom were the several amounts paid. Presented 6th March, 1911.—*Mr. Goodeve.. .. ..Not printed.*

155. Return to an order of the House of Commons, dated 20th February, 1911, for a copy of all applications made by employees of the North Atlantic collieries for a conciliation board within the past six months, and of all letters, telegrams, documents, statements and other papers and documents touching the same, or having any relation thereto, including all correspondence received by the government or any department of the government from the said North Atlantic collieries or from the employees thereof touching the matter aforesaid. Presented 27th February, 1911.—*Mr. Maddin. Not printed.*

156. Return to an order of the House of Commons, dated 2nd February, 1911, for a return showing the amount of money paid for provisions, supplies, repairs, work or any other service for the year ending 31st March, 1910, to the following firms in the city of Kingston, respectively: Eliott Brothers, McKelvey & Birch, C. Livingstone & Bros., R. Crawford, James Redden & Co., R. Carson, and James Crawford. Presented 27th February, 1911.—*Mr. Edwards.. .. ..Not printed.*

157. Orders in council, correspondence, &c., touching any proposal or Bill to erect dams, or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof. Presented 27th February, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for sessional papers.*

157*a*. Partial return to an address of the House of Commons, dated 8th February. 1911, for a copy of all correspondence, memoranda, reports, memorials, plans, orders in council. treaties, conventions, agreements, documents and papers of every kind, touching any proposal or Bill to erect dams or other similar works across the River St. Lawrence, or part of the said river, at or near the Long Sault, or in the vicinity thereof; including all statutes of the state of New York and the United States of America relating thereto, and all Bills now before the Congress of the United States of America touching the same, and all the procedings upon all such Statutes and Bills. Presented 9th March. 1911.—*Mr. Borden., ...Not printed.*

158. Return to an order of the House of Commons, dated 6th February, 1911, for a return giving the names of all persons receiving fishery bounties, and the amount received by each, at each of the following ports:—Bauline, Little Lorraine, Main-á-Dieu and Scaterie, in the county of Cape Breton, Nova Scotia. Presented 28th February, 1911. —*Mr. Maddin.. .. ..Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

158*a*. Return to an order of the House of Commons, dated 16th April, 1911, for a return showing the names of all persons in the province of New Brunswick who have received fishing bounties during the year ending 31st March, 1911, with the amount received by each. Presented 2nd May, 1911.—*Mr. Daniel*.. .. ..*Not printed.*

159. Return to an order of the House of Commons, dated 20th January, 1911, for a copy of all reports, correspondence, and documents, not already brought down, including report of survey made in 1909 of the harbour of Cape John and Tatamagouche Bay, in the counties of Pictou and Colchester, in the province of Nova Scotia, relating to the route of the winter steamers between Prince Edward Island and the mainland of Canada, and suggesting or recommending a change or changes on such route, and an increase in the number of trips daily of such winter steamers; also a copy of all similar papers, not already brought down, relating to the route of the summer mail steamers between Charlottetown and the mainland of Canada, and suggesting a change in that route and an increase in the number of trips daily; and also with regard to connecting such suggested route with a point on the Intercolonial railway. Also for a copy of all similar papers, if any, relating to or suggesting the route between Cape Traverse in Prince Edward Island and Cape Tormentine in the mainland, as a route for the winter and summer steamers. Also for a copy of all reports, papers and correspondence relating to additional or improved aids to navigation of the harbour of Charlottetown and entrance thereto and in Tatamagouche bay and harbour. Presented 6th March, 1911.—*Mr. Warburton*.. .. .. ..*Not printed.*

160. Return to an address of the House of Commons, dated 20th February, 1911, for a copy of all correspondence, recommendations, orders in council, or other documents relating to the case of R. E. Curran, a railway mail clerk, who was fatally injured in an accident at Owen Sound, on the 29th May, 1908, and with regard to which application was made for a compassionate grant or allowance to his heirs or family. Presented 7th March, 1911.—*Mr. Macdonell*.. .. ..*Not printed.*

161. Return to an address of the House of Commons, dated 27th February, 1911, for a copy of all orders in council, reports, correspondence, documents and papers touching the dismissal of the sub-collector of customs at Mahone bay, Nova Scotia. Presented 13th March, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

162. Return to an order of the House of Commons, dated 20th February, 1911, for a return showing:—1. The nature of the subsidy which has been granted to the Vancouver Dry Dock Company.

2. The nature of payment of interest or of a guarantee of such subsidy. Presented 13th March, 1911.—*Mr. Barnard*.. .. ..*Not printed.*

163. Return to an order of the House of Commons, dated 6th March, 1911, for a copy of all papers, reports of appraiser, letters and correspondence relating to the appraising and passing the customs of the vessel *Wanda*, owned by one William R. Travers, Toronto, on the 20th October, 1909. Presented 14th March, 1911.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

164. Statement of the affairs of the British Canadian Loan and Investment Company (Limited) for the year ended 31st December, 1910.

Also, a list of the shareholders on 31st December, 1910, in accordance with chapter 57 of 39 Victoria. Presented (Senate) 14th March, 1911, by the Hon. the Speaker. *Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

165. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing:—

1. How many fisheries officers have been appointed in connection with the Ontario fisheries service within the last year?

2. What are their names, their rank, and the limits territorially of the jurisdiction of each?

3. What is the salary of each, and what is the length of time or duration of such appointments?

4. Do the duties of these officers in any, and in what cases duplicate the services if similar officers appointed by the Ontario legislature?

5. Has anything been done, and what, to prevent the duplication of this service?

6. What is the total revenue derived during the years 1909 and 1910 from fisheries for the province of Ontario, and what was the total expenditure?

7. What will be the total expenditure for the year 1911?

8. Is any, and what, system followed in making appointments to this service as to efficiency. Presented 17th March, 1911.—*Mr. Porter*.. .. ..*Not printed.*

165a. Return to an order of the House of Commons, dated 16th February, 1911, for a return showing how many wardens for the protection of fisheries were appointed in Victoria county, N.S., between July and December in the years 1906, 1907, 1909 and 1910.

2. Their names, length of service and amount paid to each. Presented 24th March, 1911.—*Mr. Maddin*.. .. ..*Not printed.*

166. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all correspondence between the Post Office Department and any of the officials or other persons, relative to making an allowance for the transportation of letter carriers on the tramway system in New Westminster. Presented 17th March, 1911.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

167. Return to an address of the Senate dated 23rd February, 1911, for a copy of all the documents relating to the case of cholera reported in November last as to the Russian Said Godlieb, to the quarantining of this person, and to his detention until this date on Grosse Isle, with a history of the case. day by day, up to this date. Presented 16th March, 1911.—*Hon. Mr. Landry*.. .. .. *Not printed.*

168. Return to an address of the Senate dated 17th January, 1911, for a statement of the number of divorces granted by the parliament of Canada since 1894 to 1910 inclusive, together with the number of divorces granted by each of the courts of Nova Scotia, New Brunswick, Prince Edward Island, and British Columbia; also the population of each of those provinces according to census of 1901; and the aggregate population of Ontario, Quebec, Manitoba, and the Northwest Territories according to census in 1901. Presented 16th March, 1911.—*Hon. Mr. Power*.. .. ..*Not printed.*

169. Return to an order of the Senate dated 17th February, 1911, for a return showing the correspondence exchanged, the report made by the captain and the log kept by him relating to the trip just made by the steamer *Montcalm* in the lower St. Lawrence, the island of Anticosti and to the Baie des Sept Isles, &c. Presented 16th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed*

170. Return to an address of the Senate dated 10th March, 1911, calling for a statement showing:—

1. Who are among the judges of the Superior Court of the province of Quebec, those whose place of residence is fixed by the commission appointing them, and what is, for each of these judges, the place so fixed.

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2. Who are the judges whose place of residence has been fixed or changed by order in council, and what is for each of these judges, the place of residence now fixed.

3. Who are the judges whose place of residence has never been fixed, neither in the commission nor by any subsequent order in council. and what is the judiciary district to which they were appointed. Presented 21st March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

171. Return to an order of the House of Commons, dated 30th January, 1911, for a copy of all advertisements, letters, contracts, complaints, reports of inspectors and other correspondence regarding mail routes Trout creek to Loring and Powassan to Nipissing or Restoule. Presented 24th March, 1911.—*Mr. Arthurs*.. .. ..*Not printed*

173. Return to an order of the House of Commons, dated 27th February, 1911, for a return showing what ministers of the Crown were abroad in 1908, 1909 and 1910, on public business and on what business; what expenses were incurred by each while engaged on public business; what persons, if any, accompanied each minister on public business whose expenses were paid by the government, and the amount of such persons expenses. Presented 24th March, 1911.—*Mr. Sharpe (Ontario)*.. .. .. ..*Not printed*

173. Return to a order of the House of Commons, dated 27th February, 1911, for a return showing the value, respectively, of the following products of the country, by provinces, during the years 1909 and 1910, agricultural products of all kinds, including field products of every kind, fruit, vegetables, live stock, &c., dairy products, &c.; timber of all kinds; minerals of all kinds; fish of all kinds; and manufactured goods of all kinds. Presented 24th March, 1911.—*Mr. Macdonell*.. .. ..*Not printed.*

174. Report of the Manitoba Fisheries Commission, 1910-11. Presented 24th March, 1911, by Hon. L. P. Brodeur... .. ..*Not printed.*

175. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what amount has been paid by the government during the last fiscal year for cab hire and street railway fares in the city of Ottawa for the following persons, with the names and the amounts in each case: ministers of the Crown; speaker of the Senate and House of Commons; civil servants of all grades from deputy ministers down; all other persons employed in any government work or other service. Presented 27th March, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

175*a*. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what amount has been paid by the government during the last fiscal year for travelling expenses with the names and the expenditure in each case, under the following heads, viz.: railway, steamship, and other lines of transportation; private cars; Pullman cars; tips to waiters; meals and hotel expenses; for the following persons: Ministers of the Crown; civil servants of all grades; immigration agents; and other persons employed by the government on any special or other work. Presented 20th April, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

175*b*. Supplementary return to an order of the House of Commons, dated 14th December, 1910, for a return showing what amount has been paid by the government during the last fiscal year for travelling expenses with the names and the expenditure in each case, under the following heads, viz.: railway, steamship, and other lines of transportation; private cars; Pullman cars; tips to waiters; meals and hotel expenses, for the following persons: Ministers of the Crown; civil servants of all grades; immigration agents; and other persons employed by the government on any special or other york. Presented 20th July, 1911.—*Mr. Taylor (Leeds)*.. .. ..*Not printed.*

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176. Papers referring to the organization of a Secretariat, as follows:—1. Despatch to the governors of the self-governing colonies relative to the reorganization of the Colonial Office.

2. Note on a visit to Australia, New Zealand and Fiji in 1909, by Sir Charles Lucas, K.C.M.G., C.B., assistant under secretary of state for the Colonies.

3. Report of the Dominions Department of the Colonial Office for the year 1909-1910.

4. Imperial Copyright Conference, 1910, memorandum of the proceedings.

5. Further correspondence relating to the Imperial Conference.

6. Correspondence relating to th Imprial Confrence, 1911. Presented, 28th March, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

177. Return to an order of the House of Commons, dated 20th February, 1911, for a copy of the application by or on behalf of the Glace Bay Bait Association, Glace Bay, N.S., for moneys in connection with the cold storage building for the storage of bait, at Glace Bay, N.S.; also a copy of all correspondence between the said association or anyone on its behalf and the government, any department of the government, or anyone on behalf of the government or any of its departments. Presented 28th March, 1911.—*Mr. Maddin*.. .. ..*Not printed.*

177*a*. Return to an order of the House of Commons, dated 3rd April, 1911, for a copy of all the correspondence in connection with the building of bait freezers at Louisburg and Lingan in the riding of South Cape Breton. Presented 20th April, 1911.—*Mr. Mackenzie*.. .. ..*Not printed.*

178. Return to an address of the Senate dated 8th March, 1911, that an order of the Senate do issue for the production of a copy of the complaint made by the commandant of the 61st Regiment against the commandant of the 7th Military District, of the reply of the latter and of all correspondence on the subject between the authorities at Ottawa and those at Quebec and Montreal, together with a copy of the report of the Inspector General respecting the case. Presented 28th March, 1911.—*Hon. Mr. Landry*.. .. ..*Not printed.*

179. Return to an order of the House of Commons, dated 16th March, 1911, for a return showing the average prices of butter and of eggs in London, England, for the past five years in comparison with the prices, respectively, in eastern provinces, in Montreal, in Toronto, in Minneapolis, in Chicago, in Detroit, in Buffalo, in Boston and in New York. Presented 30th March, 1911.—*Mr. Sharpe (Ontario)*.. .. .. ..*Not printed.*

179*a*. Return to an order of the House of Commons, dated 23rd March, 1911, for a return showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon. Presented 6th April, 1911.—*Mr. Middlebro*.. .. ..*Not printed.*

179*b*. Supplementary return to an order of the House of Commons, dated 23rd March, 1911, for a return showing the quantity and value of butter, eggs, poultry, chilled or frozen meat, bacon, lard, apples, vegetables, wheat, barley, cattle, horses and potatoes imported into Canada during the six months ending 1st March, 1911, the countries from which the same were imported and the duty collected thereon. Presented 8th May, 1911.—*Mr. Middlebro*.. .. ..*Not printed.*

180. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing the total payments made by the government to the Eclipse Manufacturing

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Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the government to the Office Specialty Manufacturing Company, Limited, for year 1909-10, and how these contracts were let; the total payments made by the government to Messrs. Ahearn & Soper for year 1909-10, and how these contracts were let. Presented 3rd April, 1911.—*Mr. Sharpe (Lisgar)*.. .. ..*Not printed.*

181. Return to an order of the Senate dated 22nd February, 1911, for a copy of all orders in council and of all orders issued by the Minister of the Interior giving, from time to time, to the commissioner for the Northwest Territories, since his appointment as such, the instructions which he is to follow in the exercise of his executive in so far as concerns the government of the Northwest Territories. Presented 4th April, 1911. *Hon. Mr. Landry*.. .. ..*Not printed.*

182. Return to an order of the Senate dated 16th March, 1911, calling for a copy of all correspondence relating to the stranding in August, 1910, of the ship *Manchester Engineer* near the Strait of Belle Isle, and of the investigation held with reference thereto at Quebec during the month of September or October last. Presented 4th April, 1911. —*Hon. Mr. Landry*.. .. ..*Not printed.*

183. Return to an order of the House of Commons, dated 15th February, 1911, for a return showing all communications, telegrams, letters, petitions or plans relating to the rifle range at Bear River, N.S., received since January, 1909.

2. From whom received and upon what dates respectively? Presented 5th April, 1911. —*Mr. Jameson*.. .. ..*Not printed.*

184. Return to an order of the House of Commons, dated 14th December, 1910, for a return showing what total amount has been annually expended in each province since 1880 by the Department of Public Works for harbours and rivers, together with the annual totals of said expenditure for the whole of Canada; also that the Department of Public Works prepare and lay upon the Table of this House with this Return a map for each province, showing the location of all wharves, piers, breakwaters, &c., constructed or purchased by the federal government, and presently owned by the Dominion of Canada. Presented 6th April, 1911.—*Mr. Ames*.. .. ..*Not printed.*

185. Return to an order of the Senate dated 22nd February, 1911, for:—

1. Copies of all papers relating to the appointment of Martin Dickie to the command of the 76th Regiment of the counties of Colchester and Hants.

2. Copies of all papers relating to the recommendation of Major J. L. Barnhill by Lieut. General Drury and others to the command of the said regiment.

3. Copies of all documents relating in any way to the reasons or causes why the said Major Barnhill as the senior officer of said regiment should not have been appointed to the command of the same.

4. Copies of all correspondence and other popers and documents relating to the recent reorganization of the 78th Colchester, Hants and Picton Regiment of "Highlanders." Presented 4th April, 1911.—*Hon. Mr. Lougheed*.. .. ..*Not printed.*

186. Return to an order of the House of Commons, dated 27th March, 1911, for a return showing the mileage of railways owned, controlled or operated in the United States by the Grand Trunk, the Canadian Pacific and other Canadian railway companies.

2. Also the mileage of railways owned, controlled or operated by the United States railway corporations in Canada. Presented 10th April, 1911.—*Mr. Rutan.* *Not printed.*

187. Return to an order of the House of Commons, dated 3rd April, 1911. for a copy of all correspondence, declarations, telegrams, mailing lists, and other documents relating

CONTENTS OF VOLUME 24—*Continued.*

to an application asking for the granting of statutory postal privileges to a newspaper published at New Glasgow, Nova Scotia, called the Guysborough *Times*. Presented 10th April, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

188. Return to an order of the House of Commons, dated 23rd January, 1911, for a copy of all memorials, reports, correspondence and documents in the possession of the government, not already brought down, relating to a survey of a route for a tunnel under the Straits of Northumberland between the province of Prince Edward Island and the mainland of Canada, and also relating to the construction of such tunnel. Presented 12th April, 1911.—*Mr. Richards*.. .. ..*Not printed.*

189. Return to an order of the House of Commons, dated 27th February, 1911, for a copy of all enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principle, system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching census in Canada. Presented 12th April, 1911.—*Mr. Borden*.. .. ..*Not printed.*

189*a*. Forms of schedules, &c., in connection with the census to be taken during the year 1911. Presented 21st April, 1911, by Hon. S. A. Fisher.. .. ..*Not printed.*

189*b*. Supplementary return to an order of the House of Commons, dated 27th February, 1911, for a copy of all enactments, regulations, documents, papers and information of every kind setting forth or showing the systems or method by which the census is taken in the United Kingdom, the British Dominions and foreign countries, respectively; and showing in what respect, if any, the principle, system or method adopted in the United Kingdom, the British Dominions, and foreign countries differs from that proposed for the approaching census in Canada. Presented 10th May, 1911.—*Mr. Borden*.. .. ..*Not printed.*

190. Return to an order of the House of Commons, dated 6th February, 1911, for a return showing:—1. How many employees were connected with the Printing Bureau in 1896?

2. The names of those employees connected with the Printing Bureau who were dismissed between 1896 and 1911, and the date of dismissal and the cause in each case?

3. The names of those employees, who resigned or died between the years 1896 and 1911, and the date of resignation or death in each case.

4. The names of those who have been appointed to positions in connection with the Printing Bureau between 1896 and 1911, and the date of appointment in each case. Presented 12th April, 1911.—*Mr. Edwards*.. .. ..*Not printed.*

191. Return to an address of the Senate dated 17th January, 1911, for the production of a copy of the agreements concluded between the government and the former proprietor of the Stadacona farm at St. Félix du Cap Rouge, with reference to the purchase of the said farm, and of operating the same in the future as an experimental farm, and of all correspondence on these two matters. Presented 19th April, 1911.—*Hon. Mr. Landry* .. .. *Not printed.*

192. Return to an order of the House of Commons, dated 27th March, 1911, for a copy of all the correspondence, contracts, assignments and other documents with regard to what is called the Percy Aylwin irrigation grant, granted to him under order in council dated 1st September, 1908. Presented 8th May, 1911.—*Mr. Campbell*..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

193. Return to an order of the House of Commons, dated 27th February, 1911, for a copy of all letters, papers, telegrams, documents, vouchers and pay sheets, showing the names of all persons who supplied materials or worked, and the prices and rates of wages, and sums paid to each, in connection with the construction of a wharf at Deep Brook, N.S. Presented 28th April, 1911.—*Mr. Jameson.. .. .. ..Not printed.*

194. Return to an address of the House of Commons, dated 10th April, 1911, for a copy of all papers, documents, memoranda and correspondence relating to the parliament site in the city of Winnipeg for the province of Manitoba, including the reservations made in the Crown grants to the Hudson's Bay Company, and the purpose for which the same were made, and also a copy of the Dominion order in council, dated the 23rd January, 1872, and all subsequent orders in council and correspondence dealing with the site for both provincial and Dominion purposes. Presented 1st May, 1911. —*Mr. Haggart (Winnipeg).. .. ..Not printed.*

194a. Supplementary return to an address of the House of Commons, dated 10th April, 1911, for a copy of all papers, documents, memoranda and correspondence relating to the parliament site in the city of Winnipeg for the province of Manitoba, including the reservations made in the Crown grants to the Hudson's Bay Company, and the purpose for which the same were made, and also a copy of the Dominion order in council, dated the 23rd January, 1872, and all subsequent orders in council and correspondence dealing with the site for both provincial and Dominion purposes. Presented 20th July, 1911.—*Mr. Haggart (Winnipeg).. .. ..Not printed.*

195. Return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all orders in council, regulations and rules of the several departments of the government respecting the participation by employees of the government in civic or municipal affairs, and especially with regard to their disability from serving in civic or municipal councils; and all correspondence, documents and papers since the first day of January, 1900, touching the operation of the said orders in council, rules and regulations. Also a list of all employees of the government who have been elected to or have served in city or municipal councils during the said period from the first day of January, 1900. up to the present time, including all those now so serving and those who have been prevented by the government from serving. Presented 1st May, 1911.—*Mr. Borden.. .. ..Not printed.*

195a. Supplementary return to an address of the House of Commons, dated 23rd January, 1911, for a copy of all orders in council, regulations and rules of the several departments of the government respecting the participation by employees of the government in civic or municipal affairs, and especially with regard to their disability from serving in civic or municipal councils; and all correspondence, documents and papers since the first day of January, 1900, touching the operation of the said orders in council, rules and regulations. Also a list of all employees of the government who have been elected to or have served in city or municipal councils during the said period from the first day of January, 1900, up to the present time, including all those now so serving and those who have been prevented by the government from serving. Presented 3rd May, 1911.—*Mr. Borden.. .. .. .Not printed.*

196. Return to an address to His Excellency the Governor General of the 3rd April, 1911, for a copy of all orders in council, memoranda, papers and documents, relating to the transfer, or any negotiations concerning the transfer, of a charter known as the Manitoba and South Eastern Railway Company. Presented 2nd May, 1911.—*Mr McCarthy.. .. ..Not printed*

CONTENTS OF VOLUME 24—*Continued.*

197. General rule and order of the Exchequer Court of Canada in regard to seals. Presented 2nd May, 1911, by Hon. Charles Murphy.. .. ..*Not printed.*

198. Return to an order of the House of Commons, dated 18th January, 1911, for a return showing how many aliens there are in the service of the government of Canada who are residing out of Canada, their names, nationality, the nature of the service, term of service, residence, and salary.

2. The same information as to aliens now residing in Canada who have been in the service of the government of Canada for a period of three years or more, and the date and length of service.

3. The same information in regard to aliens in the service of the government of any province or provinces of Canada. Presented 9th May, 1911.—*Mr. Lennox.* *Not printed.*

199. Return to an order of the House of Commons, dated 1st May, 1911, for a return giving the names of the gentlemen appointed as judges by the present government of Canada since they came into power in 1896, the residonces of these gentlemen at the time of appointments, the positions to which they were respectively appointed, and in each case where the appointee had a predecessor in the position, the time which the position was vacant. Presented 11th May, 1911.—*Mr. Lennox*.. .. ..*Not printed.*

200. Return to an order of the House of Commons, dated 16th January, 1911, for a copy of all correspondence, telegrams, reports, contracts, papers and memorials in the possession of the government relating to the establishment of a fast Atlantic service between Canada and any other country; also with reference to an all red route, cable, or telegraph service, betyeen Canada and any other country, within the past fifteen years. Presented 16th May, 1911.—*Mr. Armstrong*.. .. ..*Not printed*

201. Return to an order of the House of Commons, dated 18th May, 1911, for copies of any correspondence between the government of New Brunswick, or any member or members thereof, and the government of Canada, or any member thereof, with reference to changing the Subsidy Act, 1910, with respect to a subsidy for a line of railway from Grand Falls in the province of New Brunswick to the city of St. John in the same province. Presented 19th May, 1911.—*Mr. Carvell*.. .. ..*Not printed.*

202. Copy of report of Board of Conciliation and Investigation in the matter of the Western Coal Operators' Association and its employees. Presented 19th July, 1911, by Hon. W. L. Mackenzie King.. .. ..*Not printed.*

203. Return to an order of the House of Commons, dated 23rd January, 1911, for a return—

1. Showing in tons the east-bound and the west-bound traffic on the Intercolonial railway for the five years ending 30th June, 1910.

2. The miles of main trunk line and branches of the Intercolonial railway in each province through which it passes, distinguishing the trunk line from the branches.

3. Showing in tons the west-bound traffic originating in each of the maritime provinces during the period of five years ending 30th June, 1910. Presented 18th July, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

204. Return to an order of the House of Commons, dated 13th March, 1911, for a copy of all correspondence, telegrams, &c., during the past twelve months between Mr. E. J. Walsh, C.E., and the Minister of Department of Railways and Canals in regard to the Newmarket Canal. Presented 18th July, 1911.—*Mr. Wallace* .. .. ..*Not printed*

CONTENTS OF VOLUME 24—*Concluded.*

205. Return to an order of the House of Commons, dated 20th April, 1911, for a return showing:—1. The quantity of bituminous coal imported into Ontario transhipped into other provinces in 1910.

2. The quantity of bituminous coal imported into Ontario in 1910 imported by the different railway companies.

3. The quantity and valuo of slack coal imported into Ontario in 1910, what portion of tbis slack coal was transhipped to other provinces, and what imported by railway companies. Presented 18th July. 1911.—*Mr. Macdonell.. .. .. ..Not printed.*

206. Return to an order of the House of Commosn, dated 24th April, 1911, for a return showing in detail the expenses incurred and paid for the Paris exposition in 1900, as payments of the Colonial committee on accouut of space, &c., $87,000, as shown in the report of the Auditor General for 1899-1900, page D—15. Presented 21st July, 1911.—*Mr. Paquet.. .. ..Not printed*

207. Report of Mr. Justico Murpby, Royal Commissioner appointed to investigate alleged Chinese frauds and opium smuggling on the Pacific coast. 1910-11, together with copies of the evidence taken and exhibits produced before the said commissioner. Presented 21st July, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

208. Minutes of Proceedings of the Imperial Conference, 1911. Presented 27th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

208*a*. Despatches, &c., relative to the simultaneous publication of memorandum of conference on the subject of the status of Dominion navies. Presented 27th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

208*b* and **208*c*.** Memorandum of conferences between the British admiralty and representatives of the Dominions of Canada and Australia; and also. copy of a cable despatch from Mr. Harcourt to Lord Grey. Presented 28th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers*

208*d*. Report of a Committee of the Imperial Conference convened to discuss defence (military), of the War Office, 14th June and 17th June, 1911. Presented 28th July, 1911 by Hon. S. A. Fisher.. .. ..*Printed for both distribution and sessional papers.*

209. Memorandum respecting the printing of voters' lists. Presented 27th July. 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. ..*Not printed.*

210. Text of Pelagic Sealing Treaty signed at Washington, 7th July, 1911. Presented 27th July, 1911, by Rt. Hon. Sir Wilfrid Laurier.. .. .. ..Printed for sessional papers.

211. Interim report, Alberta and Saskatchewan Fisheries Commission, 1910. Presented 28th July, 1911, by Hon. L. P. Brodeur.. .. ..*Not printed.*

DEPARTMENT OF PUBLIC WORKS, CANADA

NELSON RIVER

REPORT

UPON

RECONNAISSANCE SURVEY

SEPTEMBER-OCTOBER, 1909

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

CHIEF ENGINEER'S OFFICE,
OTTAWA, February 1, 1910.

SIR,—I have the honour to transmit herewith a report by Mr. A. R. Dufresne, District Engineer, inclosing one by his Assistant, Mr. E. S. Miles, on an investigation made of the Nelson river, Man., to determine the practicability of establishing navigation on that river between Lake Winnipeg and the Hudson bay.

The examination made was one of the nature of a rapid reconnaissance, but Mr. Dufresne states that sufficient information has been obtained to show that any undertaking with a view to establishing navigation on the Nelson river would be a work of considerable magnitude.

I have the honour to be, sir,
Your obedient servant,

EUGENE D. LAFLEUR,
Chief Engineer.

JAS. B. HUNTER, Esq.,
Deputy Minister,
Dept. Public Works.
Ottawa.

DEPARTMENT OF PUBLIC WORKS, CANADA,
DISTRICT ENGINEER'S OFFICE,
WINNIPEG, January 27, 1910.

SIR,—I beg to transmit herewith a report, in duplicate, of an investigation made of the Nelson river, to determine the practicability of establishing navigation on that river, between Lake Winnipeg and the Hudson bay.

This work was authorized by you in instructions contained in your telegram of August 20, 1909. The investigation has been entrusted to Mr. E. S. Miles, who was detached temporarily from the St. Andrews lock staff for this purpose.

Owing to the short time at our disposal, before the end of navigation, the examination in the field was of the nature of a rapid reconnaissance.

Notes have been made, from a general observation of the character of the river, and details worked out for some probable locations of structures.

Sufficient information has been obtained to show that, any undertaking having in view the establishing of navigation on the Nelson river, is one of considerable magnitude.

With the exception of a few diversions in the upper part of the river, it would appear that improvement would be necessary on the lines of raised levels by means of dams with locks in conjunction.

Owing to the width and volume of discharge of the river, dam construction would be expensive. For reasons mentioned above, an approximation of the cost of this undertaking is not possible, but it may be of interest, as an object of comparison, to note that the length of the river and total lift, 430 miles and 700 feet lift, are nearly the same as in the proposed Georgian bay canal; 440 miles and 758 feet lift.

I beg to remain, sir,
Your obedient servant,

A. R. DUFRESNE,
District Engineer.

EUGENE D. LAFLEUR, Esq.,
Chief Engineer,
Dept. Public Works,
Ottawa, Canada.

NELSON RIVER INVESTIGATION.

DEPARTMENT OF PUBLIC WORKS CANADA,
DISTRICT ENGINEER'S OFFICE,
WINNIPEG, January 14, 1910.

SIR,—I have the honour to submit the following report of reconnaissance work done on the Nelson river.

As instructed by you, I left Selkirk, with one assistant, on August 23, 1909, on ss. *Wolverine*, arriving at Warren's Landing on August 26 and at Norway House on August 27.

The limited time for travelling, before the freeze up, made it impossible for us to do more than rapid reconnaissance work. One aneroid was left at Norway House, to be read three times a day, while another was taken with the party. A hand level, fixed to a light tripod, was used to obtain the difference in water elevations at all rapids and falls, and a box-sextant was used for triangulation purposes. A small current meter was also taken along for gauging the river.

The party, made up of my assistant two Indians and myself, with one canoe, left Norway House on August 28 and travelling by the East Branch, reached Cross lake on August 30 and Split lake, 243 miles from Warren's Landing, on September 6.

The Norway House Indians not knowing the route from Split lake to the bay, other Indians had to be engaged and the Norway House Indians returned home. As the Indians at that time of year were leaving for their winter hunting grounds, it was very hard to secure men, but three were finally engaged on condition that we would return by way of Split lake and not by way of Oxford House.

We left Split lake on September 8 and arrived at the mouth of the Nelson river on September 15, having been delayed two days by bad weather.

On September 16 and 17 a visit was paid to York Factory where we found the stock of provisions, in the Hudson's Bay Company's Store, very low; the ship from England not having arrived up to that date, and indeed the officer in charge had given up all hope of seeing her this season.

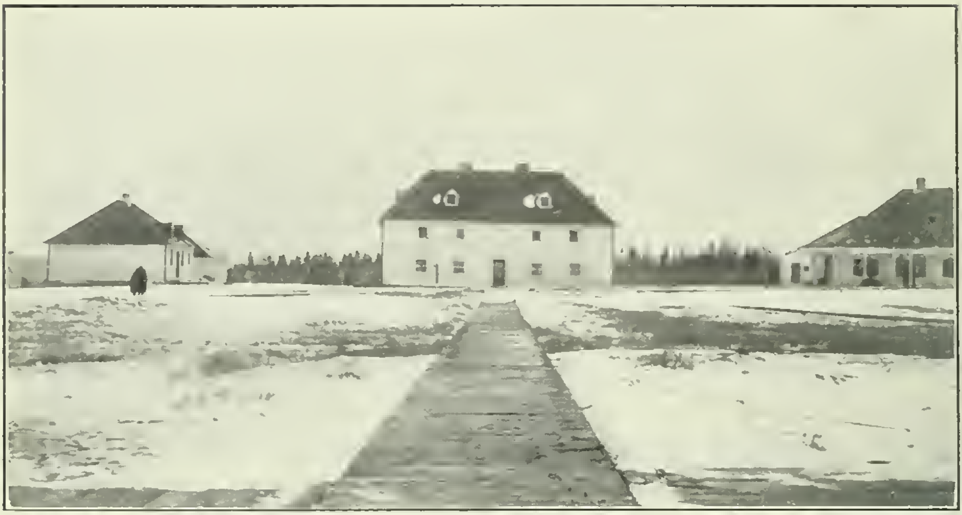
While at York Factory, the aneroid with the party, was compared with the barometer there, and a copy of the readings since September 1 obtained.

The mouth of the Nelson river was left on September 18 and Split lake was reached on September 29. Having obtained fresh men, we left Split lake on October 1 and arrived at Cross lake on October 9, having stopped to get a gauging of the river below Sepewesk lake.

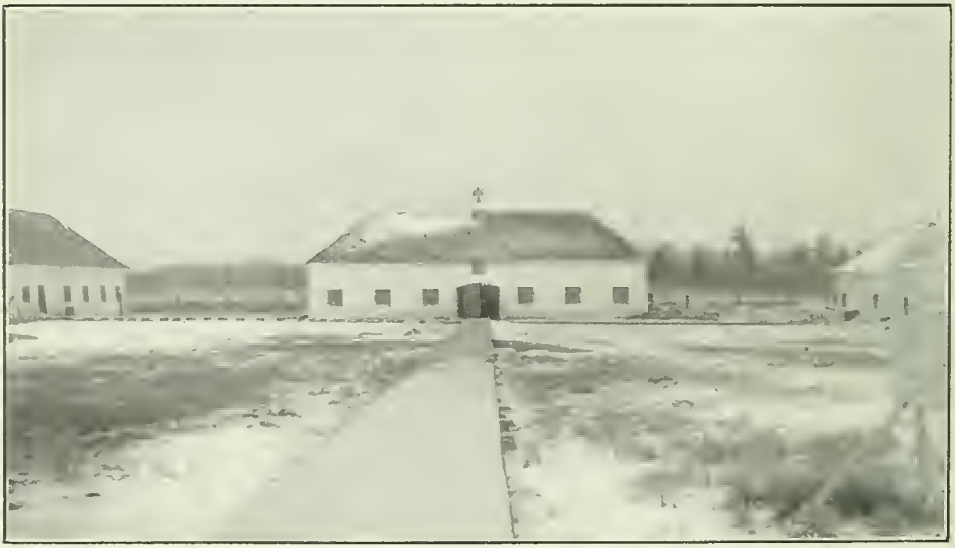
A visit was paid to Whisky Jack Portage on October 10 and leaving the north end of the Portage on October 11, we arrived at Norway House on October 13, via East river. On October 14 we proceeded to Warren's Landing and on October 15 left Warren's Landing on ss. *City of Selkirk* and arrived in Selkirk on October 17, 1909.

Distances from Warren's Landing were obtained from Otto Klotz's survey of 1884. The elevation of Split lake is 470 feet above mean sea level, actual levels, for which information I am indebted to Mr. Armstrong, Chief Engineer of the Hudson Bay Railway. Lake Winnipeg is about elev. 700 as obtained by barometer readings at Norway House and York Factory.

From the information gathered on the trip, I have obtained an approximate profile of the river, (see general plan), and come to the following conclusions:—



Norway House—From River Entrance.



Norway House—Looking towards River.

General Description of River.

The rock formation from Lake Winnipeg to Limestone rapids, distance 230 miles, is principally granites. Limestone shows from the head of Limestone rapids, some 32 miles farther down the river. From that point to the mouth of the river no solid rock is seen, but the shores are strewn with small boulders and several deposits of gravel were seen. A very good deposit was noted on the north shore at the 'Extreme Head of Navigation.'

The country is all wooded, but the growth, excepting on the islands in the lakes, is all small. The growth is principally spruce with a mixture of birch and poplar in some places.

A gauging of the river just below Sepewesk lake was taken which gave the flow as 118,400 cubic feet per second. (See Plate No. 1). From information obtained from the Hudson's Bay Company's officers, the water was judged to be at the extreme low level. Old water marks were seen on the rock at that place, 4·75 feet higher. The difference between extreme high and extreme low water in this river, is never more than 6 feet.

No evidences of damage done by ice were noted, the bush in many places growing to the water's edge.

The East river, from Lake Winnipeg to Pipestone lake, is not well adapted for improvement, the channel in several places being as narrow as 150 feet, before Norway House is reached. The first rapid, Sea River Falls, is 43 miles from Warren's Landing and from this fall to Pipestone lake, the York boat route is through winding channels, in some places as narrow as 40 feet. The river is divided into several channels but none of any magnitude were seen.

The shores are low and rocky and not suitable for maintaining a higher level of water. The total fall from Lake Winnipeg to Pipestone lake is about 50 feet.

The west channel has already been navigated with a steam tug as far as the south end of Whisky Jack Portage.

The soundings taken in the channel, at present used in Cross lake, varied from 10 to 20 feet, the average being about 14 feet. The islands in the lake are from two to 14 feet above water and all wooded.

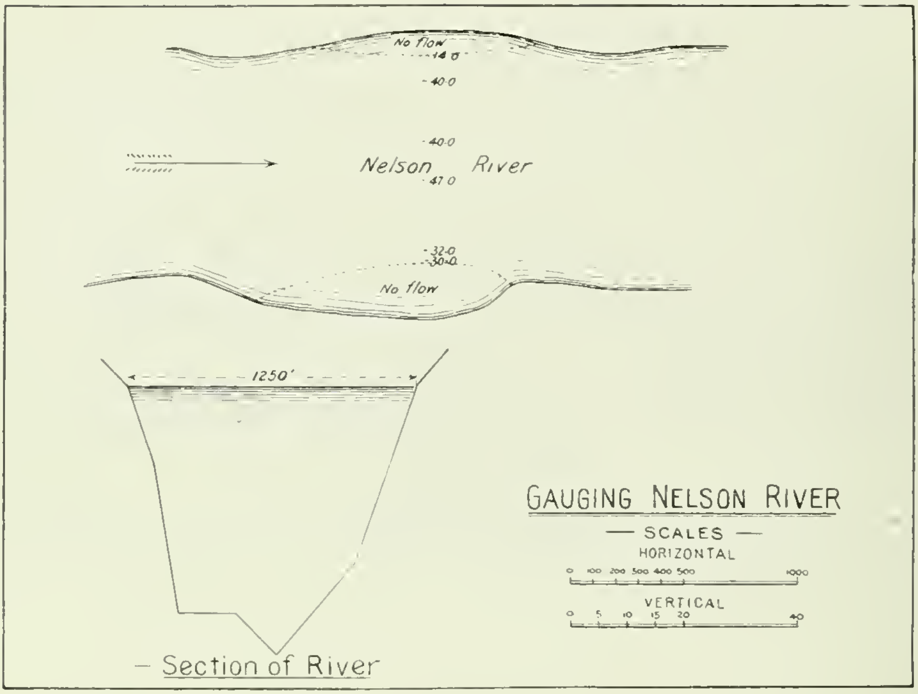
The outlet from Cross lake is blocked by two large islands, forming three distinct channels. The first rapid encountered on the channel, used as the York boat route, is Ebb and Flow rapid. The rapid is about 2,400 feet long and has a total fall of 11 feet. The channel at the head is about 500 feet wide and the banks are about 12 feet above the upper reach.

From the foot of Ebb and Flow rapids to White Mud falls, a distance of about four and a half miles, channel is 600 to 800 feet wide. No soundings were obtained less than 20 feet. The banks show 10 to 12 feet, and the current is not too strong for navigation.

White Mud falls are located at a bend in the river, where the channel is also divided by an island. The total drop is 30 feet.

From White Mud falls to Bladder rapids is a distance of eight miles. Channel about 500 feet wide, with deep water (over 20 feet). Side banks show 15 to 25 feet, gradually rising behind. In several places between these two rapids, the current exceeds four miles an hour. The total fall in Bladder rapids is 10·6 feet, and at this place the waters of the Nelson river are all in one channel for the first time.

About two miles below Bladder rapids the river divides, the west channel flowing to Sepewesk lake, by way of Duck lake. The York boat route follows the East river; the first rapid encountered being Over the Hill rapids which has a fall of 95 feet. The distance from Bladder to Over the Hill rapids, is about seven miles. All soundings taken were over 20 feet, the current in places exceeding four miles an hour. Side banks rocky, and from 25 to 35 feet high.


No flow
14 0
40·0
40·0
Nelson River
47 0
32·0
30·0
No flow
1250'
GAUGING NELSON RIVER
— SCALES —
HORIZONTAL
0 100 200 300 400 500 1000
VERTICAL
0 5 10 15 20 40
— Section of River

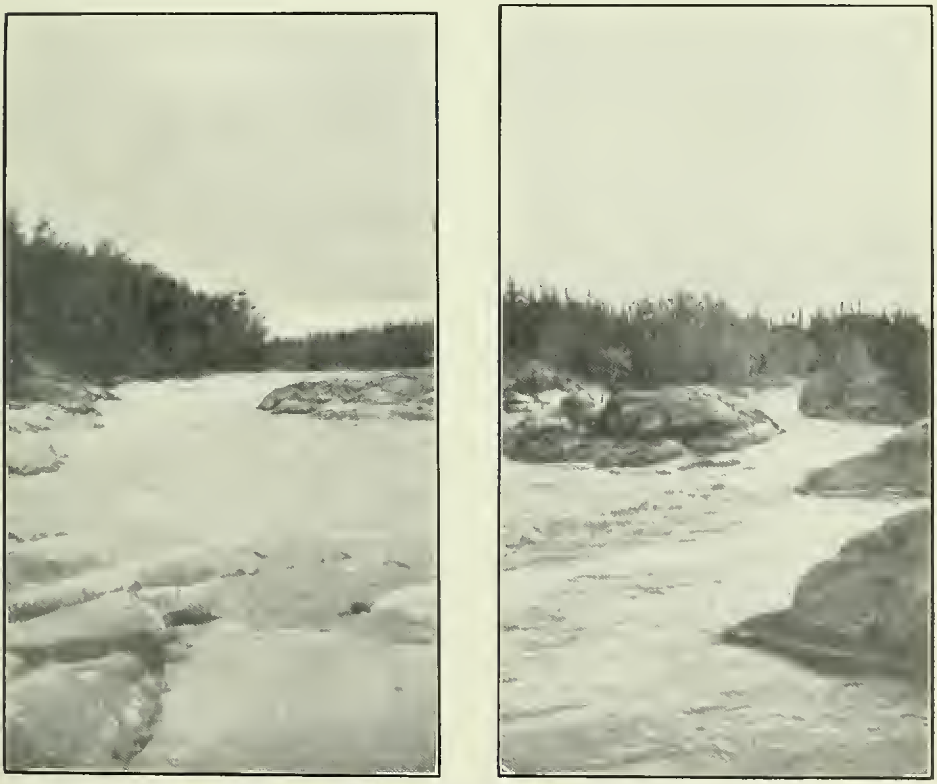
GAUGING NELSON RIVER, OUTLET TO SEPEWESK LAKE.

WEDNESDAY, OCT. 6, 1909.

Distance from Initial Point.		Depth.	Depth of Observations.	Time in Seconds.	Number of Revolutions.	Mean.	Revolutions per Second.	Velocity per Sec. in Feet.	Mean Velocity.	Width.	Mean Depth.	Mean Velocity at Mean Depth.	Area.	Discharge.
Deg.	Min.	Ft.	Ft.							Ft.			Sq. ft.	Cub. feet per sec.
16	31	30	4	30	0	0	0	0						
18	02	32	4	30	27-55-39	40·3	1 343	78	·39	24	31	·342	744·	254·4
37	32	47	3	30	285-300-270	285·	9·5	5 52	3·15	318	39 5	2 763	12561	34506 0
46	43	40	3	30	295-255-258-276	271	9 033	5·248	5 384	173	43 5	4 723	7525 5	35542 9
54	12	40	3	30	210-202-200	204·	6·8	3·95	4 599	266	40·	4 031	10640·	42921·7
62	04	14	3	30	0	0	0	0	1 975	110	27	1 732	2970·	5144 0
					Total Discharge									118369·0

N.B. Old water marks, on rock, 1·75 ft. higher.

Sea River Falls. (West Fall.)



Typical Scenery through East Branch, south of Pipestone Lake

Red Rock rapids is the next large rapid, distant from Over the Hill, about three and one-half miles. A small chute of two feet fall is also found between the two. All soundings taken were over 20 feet, the channel is wide and the banks about 35 feet high. The total fall in Red Rock rapids is 10·5 feet.

Below Red Rock rapids, the channel is wide (about 2,000 feet) and all soundings were deep. The fall in the next rapid, Chain of Rocks, is 1·2 feet, the channel being blocked by a chain of small islands.

Leaving Chain of Rocks rapids, the channel gradually expands into Sepewesk lake. Cut clay shows on both sides from a few feet above water. East bank, about 50 feet high. Sepewesk lake is very picturesque, being dotted with small islands 10 to 12 feet above water and covered with evergreens. Some of the spruce on these islands are as large as 15 inches at the butt.

About half way down the lake, where the islands are numerous, the current becomes very strong, and again at the east end of the lake the current is bad.

The shallowest sounding obtained was 15 feet. Islands all show rock. At the east end of Sepewesk lake the Nelson river again comes into one channel of about 2,000 feet in width.

At the entrance to the river, the banks show +15 to +20 feet with higher ground behind, rock with clay on top on both shores. Three or four miles further down, the banks are higher, the west shore being principally rock, the east shore showing more clay, both running up to 50 or 60 feet. The soundings were all deep, but the channel in some places narrows to about 800 feet, and here the current exceeds four miles an hour.

From the outlet of Sepewesk lake to Devils Narrows rapids is a distance of 55 miles. Devils rapids and Devils Narrows rapids have a total fall of 5·7 feet. Devils rapids run through a rock gorge of about 400 feet at narrowest part.

From Devils rapids to Grand rapids, a distance of 16 miles, the water is deep, the banks are rocky on the west shore and clay on the east. Both shores are high (+70′) a short distance back from the water.

At Grand rapids, the total fall is 20 feet and is found at a sharp bend in the channel. From Grand rapids to Chain of Islands rapids, the distance is four miles. The banks just below Grand rapids run up to about 70 feet on the west, the east shore being irregular, while just above Chain of Islands rapids the banks are rocky and about 30 feet above water. The fall in Chain of Islands rapids is 4·6 feet and about two miles below the rapid, the river expands into Split lake. The shallowest sounding obtained in the lake was 18 feet, but bad currents are found at the east end near the outlet. The Hudson's Bay Company's post is located on a sandy point (+35) about half-way down the lake, where the canoe route to Churchill leaves the Nelson. The islands in the lake all show rock.

About three miles from the outlet of Split lake the rapids begin again. The total fall, in rapids, to Gull lake is 29·4 feet, the distance being 15 miles. The shores, near the river, are low, but higher ground was found (+40) below Birthday rapids, a short distance back.

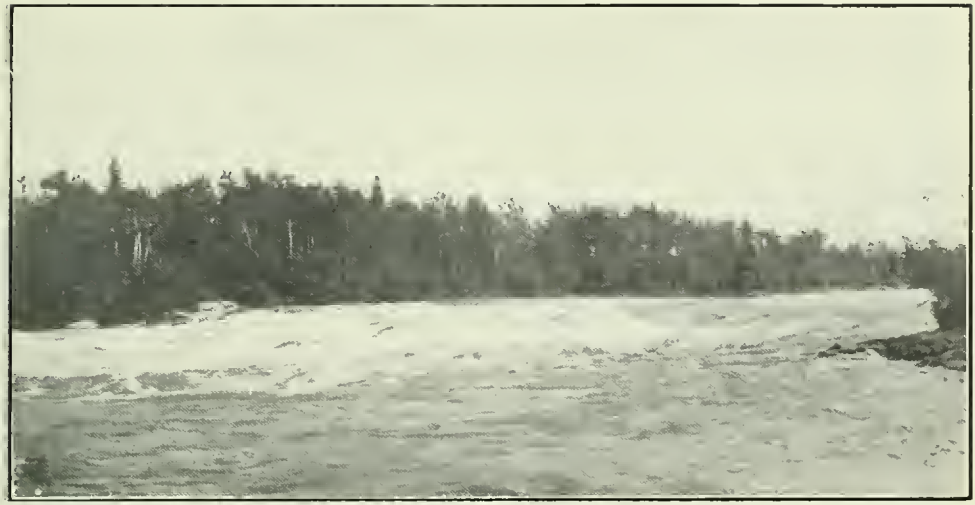
The current is strong all through Gull lake and at several places exceeds four miles an hour. All soundings taken were over 18 feet.

Gull Lake rapids are the first below Gull lake. At the beginning of the rapids the main channel is expanded and filled with islands, but narrows to about 2,000 feet farther down. The total fall is 67 feet.

From Gull rapids to the first pitch in Kettle rapids is a distance of about 17 miles, with a couple of small chutes occurring between. The banks show cut clay to about 50 feet.

At the head of Kettle rapids, the river is again divided by islands into several channels, but narrows in a couple of places before the foot of the rapids are reached.

Ebb and Flow Rapids.



Looking up Rapid.

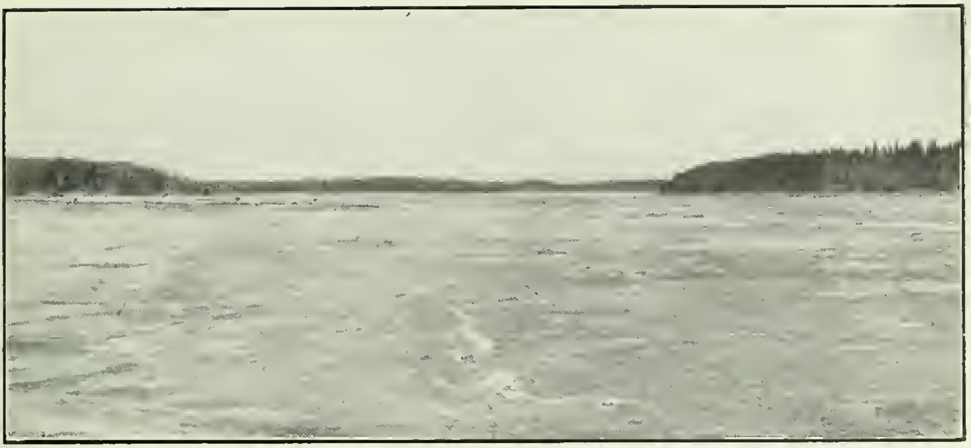
Looking down Stream from Head of Rapid.

WHITE MUD FALLS.

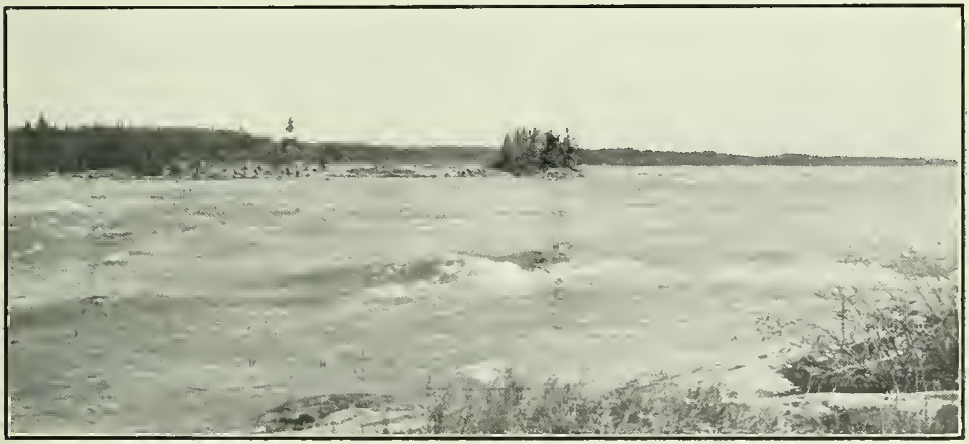
West Fall.

East Fall.

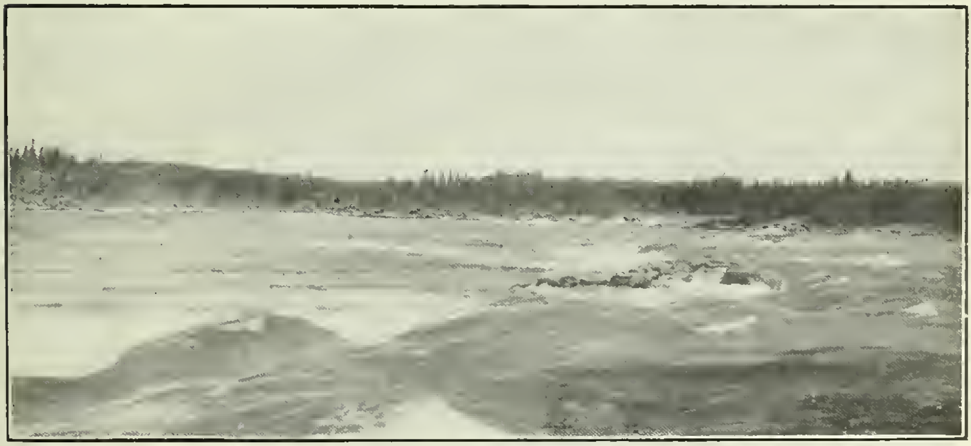
BLADDER RAPIDS.



Looking Down Stream.



Looking Up Rapid.



Looking Across 1st Pitch.

Over the Hill Rapids.

Two Views

Red Rock Rapids.

The main banks of the river are good, and from the foot of Kettle rapids the river runs through cut clay banks, which in some places are as high as 120 feet. These high banks continue on the west shore to Hudson bay and on the east shore to Seal islands. Solid rock is always seen along the shores of rapids and many projections of the shore line show rock.

From Kettle rapids to the 'Extreme Head of Navigation' are two rapids, Long Spruce (fall +85·5′) and Limestone (fall +85·2′). A great many rocky islands and reefs are exposed in Long Spruce rapids.

The point known as the 'Extreme Head of Navigation' is about 50 miles, up the river, from Seal islands, or 75 miles from Hudson bay. The current in this piece of river is very strong throughout, and although the shallowest water sounded was 12 feet, many gravel bars are to be found in the channel.

In the upper part of the river, the banks are generally low and the river is more suitable for diversions by means of canal and locks, than by means of dams and raised water levels. Proposed locations for these diversions have been roughly investigated, the results of which are incorporated in the following sheets.

In the lower part of the river, which naturally lends itself to the lock in combination with dam and raised water level system, no details have been worked out owing to limited time at our disposal, beyond observations as to, height of banks, width of channel, fall in rapids, and soundings wherever possible.

Details of Location.

Playgreen lake and the West river have already been navigated, as far as Whisky Jack Portage, by a tug drawing six feet of water and having a maximum speed of seven miles an hour. Several rock shoals are found in the lake at the south end, but not for any continuous distance. Even in Lake Winnipeg, a short distance from the mouth of the river, a small shoal is found in the channel over which a boat drawing nine feet cannot pass, without touching, when the water is low.

About six or eight miles from Whisky Jack a shoal is found extending across the channel. The deepest water found on this shoal is eight feet, but the bottom is gravel and boulders.

Two miles from Whisky Jack, the channel is narrow and the current is very strong but the water is deep and a boat with a speed of 10 miles an hour would have no difficulty.

The river, from the end of Playgreen lake to Cross lake, in which the rapids occur, was not seen by the writer, but Plate No. 2 shows a profile of ground between Playgreen lake and Cross lake. The distance is about four and a half miles and would be the shortest possible route from Lake Winnipeg to Cross lake. No rock was seen at the south end of the Portage, or above the elevation of Playgreen lake, at any point on the Portage. (The difference in elevation of the two lakes is between 45 and 50 feet.)

By raising the elevation of Cross lake about five feet, no dredging would be necessary and the current would be slack to the head of Ebb and Flow rapids.

To do this, a dam would be constructed at the head of Edd and Flow rapids and also in the other two channels leading from Cross lake, just above the first rapid in each.

Plate No. 3 shows Ebb and Flow rapids. From information obtained, the writer judges the other two channels to be about the same size.

A diversion of about 2,500 feet would here be necessary together with the lock and dams.

From Ebb and Flow rapids to White Mud falls no improvement is necessary and it is therefore not necessary to dam the river above the rapid.

Plate No. 4 shows the location.

Chain of Rocks Rapids. (From below Fall.)

Chain of Rocks Rapids. (From above Fall.)

Typical View Se-pe-wesk Lake.

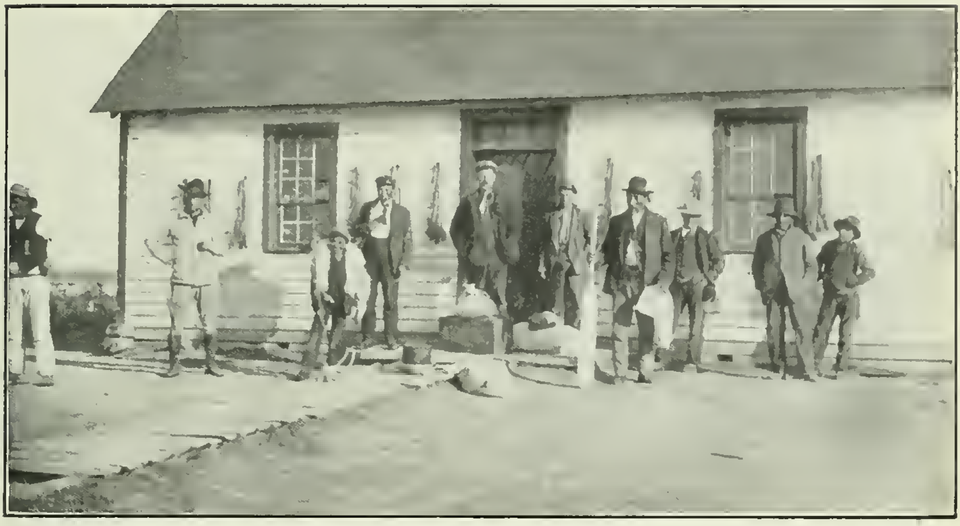
Two Views of River between Se-pe-wesk Lake and Devil's Narrows Rapids.

Devil's Narrows Rapids.

1st Pitch.

Looking Down Stream from Below 1st Pitch.

Looking Down Stream from North End of Portage.



Hudson's Bay Co.'s Store, Split Lake.

Cree Indians.

Birthday Rapids. Looking up River.

Foot of Gull Rapids.

1st Rapid above Moose Nose Point.

Long Spruce Rapids.

Looking up Limestone Rapids. From 1st Point above Limestone River.
(High Banks are Cut Clay.)

Kettle Rapids.

Two Views of Clay Banks at 'Extreme Head of Navigation.'

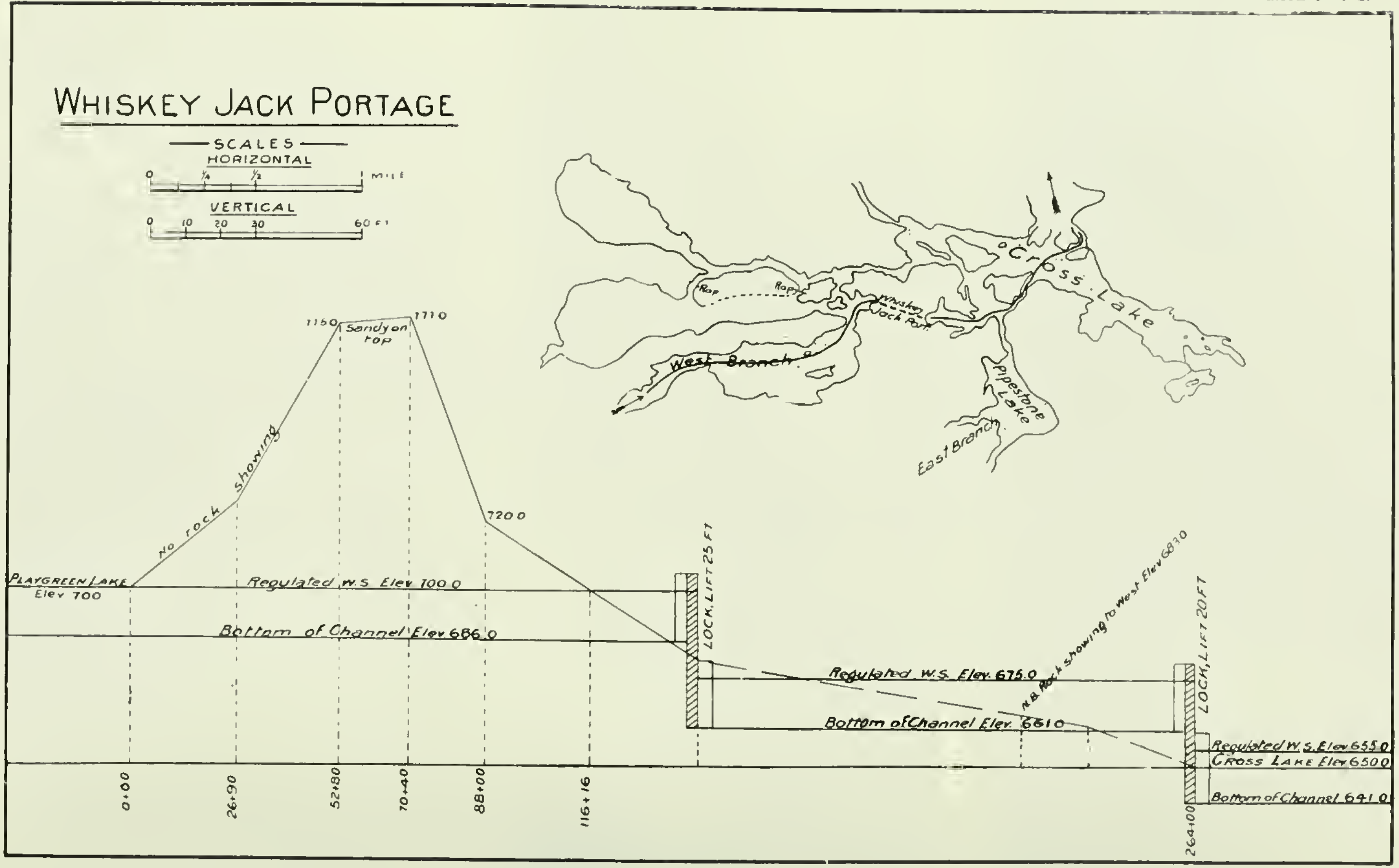
YORK FACTORY.

Main Depot.

Old Cannon.

Church.

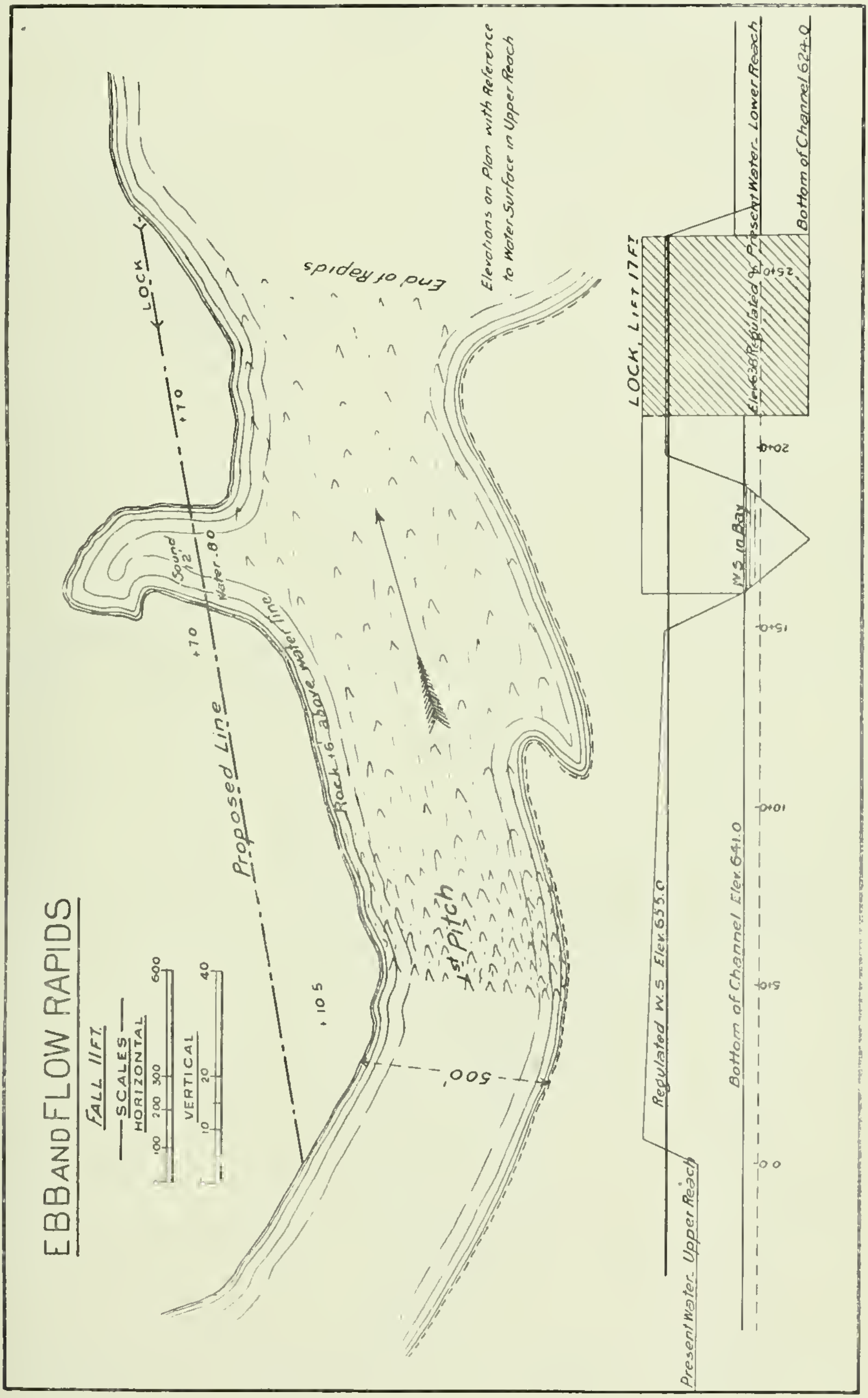
PLATE No. 2.



WHISKEY JACK PORTAGE

SCALES
HORIZONTAL
0
¼
½
1 MILE
VERTICAL
0
10
20
30
60 FT
Cross Lake
Pipestone Lake
East Branch
Whiskey Jack Port.
Rap.
Rap.
West Branch
1150
Sandy on top
1110
No rock showing
720 0
PLAYGREEN LAKE Elev 700
Regulated W.S. Elev 700.0
Bottom of Channel Elev 686.0
LOCK, LIFT 25 FT
Regulated W.S. Elev. 675.0
Bottom of Channel Elev. 661.0
N.B. Rock showing to West Elev 683.0
LOCK, LIFT 20 FT
Regulated W.S. Elev 655.0
Cross Lake Elev 650.0
Bottom of Channel 641.0
0+00
26+90
52+80
70+40
88+00
116+16
264+00

Plate No. 3.


EBB AND FLOW RAPIDS
FALL 11 FT.
SCALES
HORIZONTAL
100 200 300 600
VERTICAL
10 20 40
Proposed Line
+105
500'
1st Pitch
Rock +6 above water line
+10
Sound 12'
Water .80
+10
LOCK
End of Rapids
Elevations on Plan with Reference to Water Surface in Upper Reach
LOCK, LIFT 17 FT.
Present Water Upper Reach
Regulated W.S. Elev. 655.0
Bottom of Channel Elev. 641.0
W.S. in Bay
Elev. 638 Regulated & Present Water Lower Reach
Bottom of Channel 624.0
0+0
5+0
10+0
15+0
20+0
25+0

A lock, with a diversion of about 3,200 feet would here be necessary for a good entrance at the lower end.

The currents from White Mud falls to Bladder rapids will necessitate a dam at the head of the latter.

The soundings obtained, about 500 feet from the head of the rapids, are deep but must be much shallower at the first pitch.

The diversion could here be so arranged that the excavation would just be sufficient to construct the dam.

The width of channel to be dammed is about 2,000 feet, with an island of 500 feet in the centre. (See Plate No. 5.)

If a dam at Chain of Rocks rapids (Plate No. 8) to raise the water about 35 feet were next constructed, this would flood out all rapids back to the foot of Bladders rapids. The rapids drowned out would be Over the Hill rapids (Plate No. 6), a small chute just below, and Red Rock rapids (Plate No. 7).

By this scheme, the waters of Sepewesk lake are reached and no rapids are encountered until Devils Narrows rapids are reached, a distance of 90 miles.

A dam and lock will probably be found necessary, somewhere in the river near the outlet of Sepewesk lake, to overcome the bad currents among the islands in the lake. A typical section of the river is the one used in the gauging section (Plate No. 1).

The total fall in Devils Narrows rapids and Devils rapids is about 5 feet, so if a dam were constructed just above Grand rapids (Plate No. 9) to maintain a rise of about 25 feet, Devils rapids would be drowned out and the current slackened in the river behind.

After leaving Grand rapids, one rapid, Chain of Islands, (Plate No. 10), has to be overcome before Split lake is reached. If the river was dammed just above Gull lake, (Plate No. 11), to raise the water at that point about 35 feet, all rapids from Split lake to that point would be eliminated; the elevation of Split lake would be raised about 12 feet, and Chain of Islands rapids would be drowned out.

Currents are found in Gull lake which will have to be eliminated, so the next dam should raise the elevation of Gull lake slightly.

The fall in the last large chute of Gull rapids is about 25 feet, so if a dam is built between this and the next fall above, the water could be raised sufficiently to eliminate the upper half of Gull rapids and raise Gull lake.

From the proposed dam to the end of the 25 foot chute is about 3,000 feet, so with an embankment forward, the next level could be reached with two locks.

The remainder of Gull rapids and the small rapids just above Moose Nose Point could be drowned out by a dam just below Moose Nose point. (Plate No. 13). The banks here are high and the width 1,800 feet.

No rock, however, shows at this point, although rock is seen about one mile farther up river, where the channel is wide and banks, near river, low.

If a dam was next constructed some place at the first Kettle rapids (Plate No. 14), a sufficient rise could be maintained to drown out all rapids as far back as Moose Nose Point.

A rough idea of all locations from here to the mouth of the river, was all that was obtained.

From the last dam to near the foot of Kettle rapids, all rapids could be eliminated by a dam just above the narrow part (Plate No. 15).

With an embankment about three-quarter miles forward, and another lock at the end, 54 feet could be overcome.

The next suitable location for a dam is at the head of Long Spruce rapids (Plate No. 16), and with an embankment of about 2,000 feet, 60 feet could be overcome.

A dam could next be located in Long Spruce rapids. The average width of channel in this rapid is about 2,800 feet, rock shores all through and although no soundings were taken, average water cannot be deep as the current runs very swiftly.

Plate No. 4.

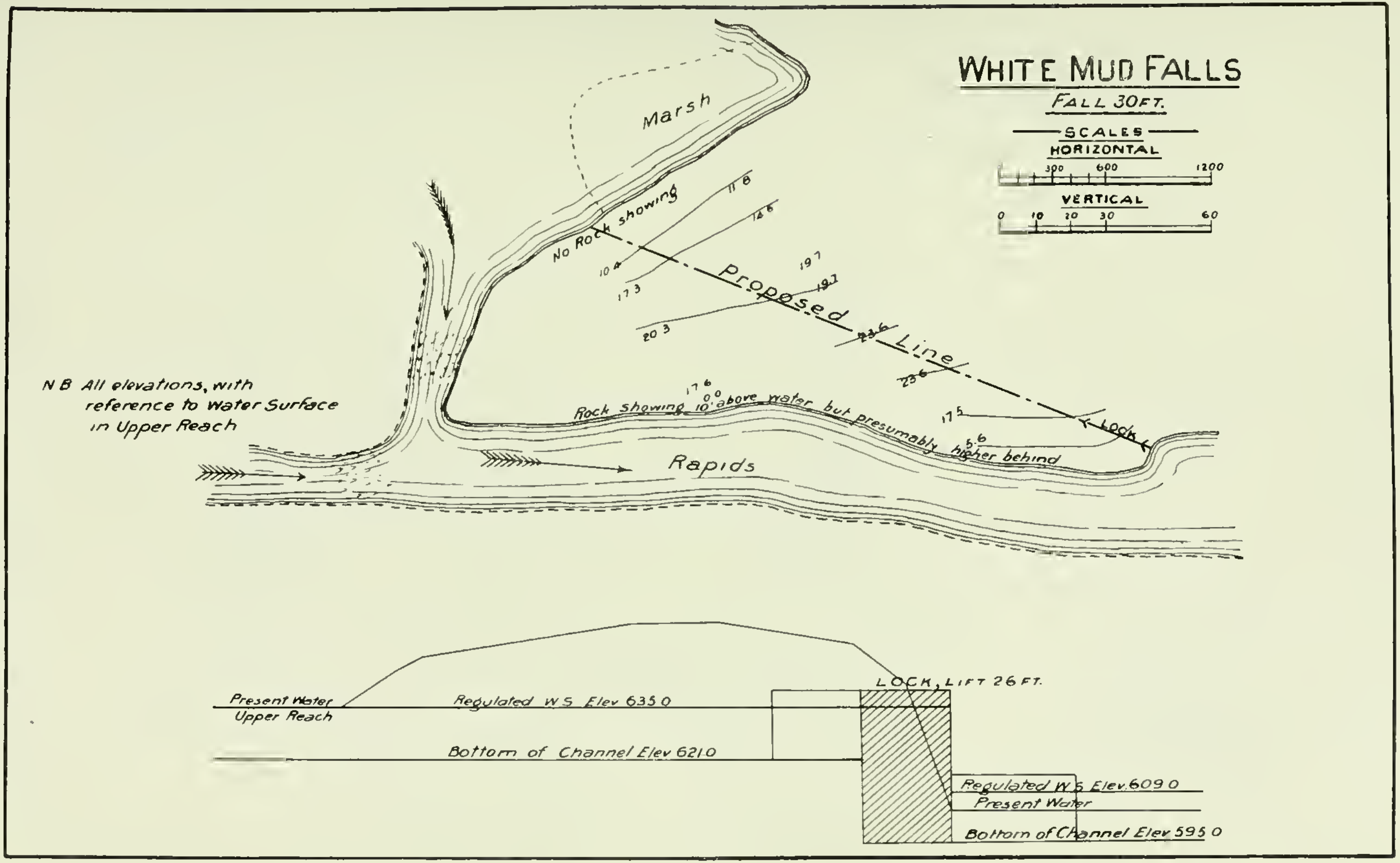

WHITE MUD FALLS
FALL 30FT.
SCALES
HORIZONTAL
300
600
1200
VERTICAL
0
10
20
30
60
Marsh
No Rock showing
11.8
14.6
10.4
17.3
19.7
19.7
20.3
Proposed Line
23.6
23.6
17.6
0.0
17.5
5.6
Lock
Rock showing 10' above water but presumably higher behind
Rapids
N B All elevations, with reference to Water Surface in Upper Reach
Present Water Upper Reach
Regulated W.S. Elev. 635.0
Bottom of Channel Elev. 621.0
LOCK, LIFT 26 FT.
Regulated W.S. Elev. 609.0
Present Water
Bottom of Channel Elev. 595.0

PLATE No. 5.

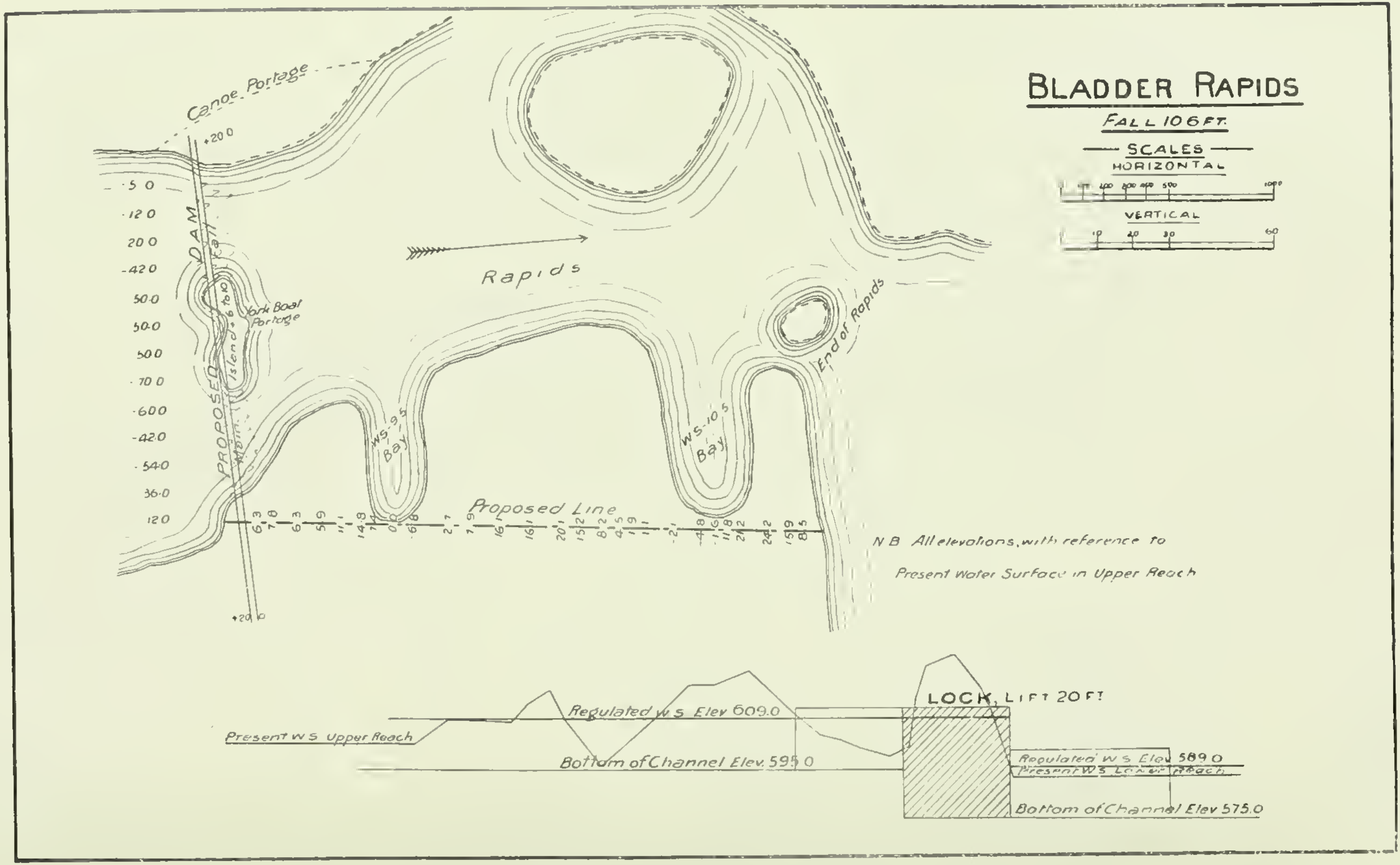
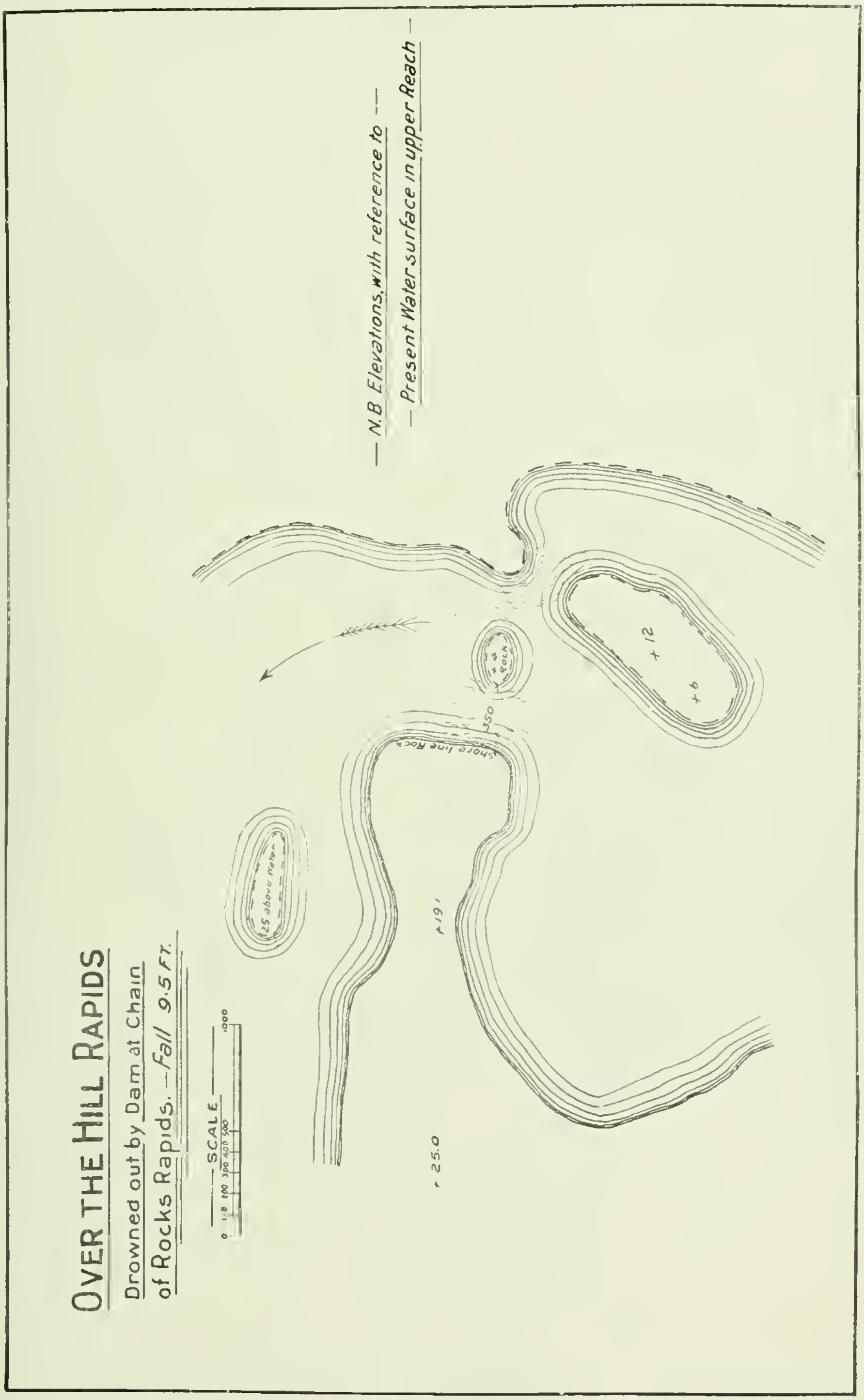

BLADDER RAPIDS
FALL 106 FT.
SCALES
HORIZONTAL
VERTICAL
Canoe Portage
+20.0
PROPOSED DAM
Main Fall
Island 6 to 10
York Boat Portage
Rapids
End of Rapids
W.S. 9.5 Bay
W.S. 10.5 Bay
Proposed Line
5.0
12.0
20.0
42.0
50.0
50.0
50.0
70.0
60.0
42.0
54.0
36.0
12.0
+20.0
N B All elevations, with reference to Present Water Surface in Upper Reach
LOCK, LIFT 20 FT
Regulated W.S. Elev 609.0
Present W.S. Upper Reach
Bottom of Channel Elev. 595.0
Regulated W.S. Elev 589.0
Present W.S. Lower Reach
Bottom of Channel Elev 575.0

PLATE No. 6.



OVER THE HILL RAPIDS

Drowned out by Dam at Chain of Rocks Rapids. —Fall 9.5 FT.

— N.B Elevations, with reference to —
— Present Water surface in upper Reach —

— SCALE —
0 100 200 300 400 500 1000
25 above Water
x 12
x 6
x 4 Rock
350
Shore line Rock
x 19'
x 25.0

Plate No. 7

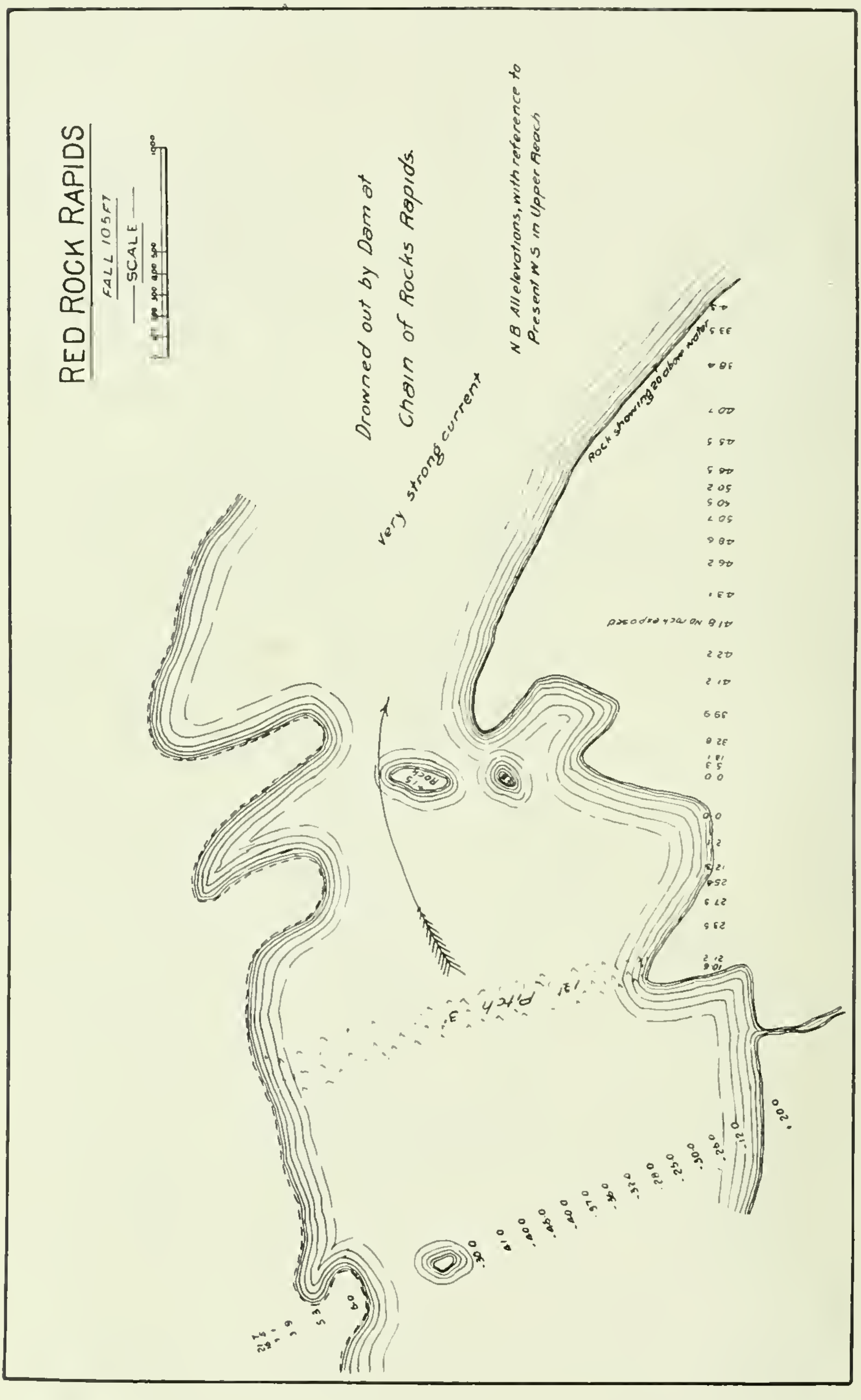
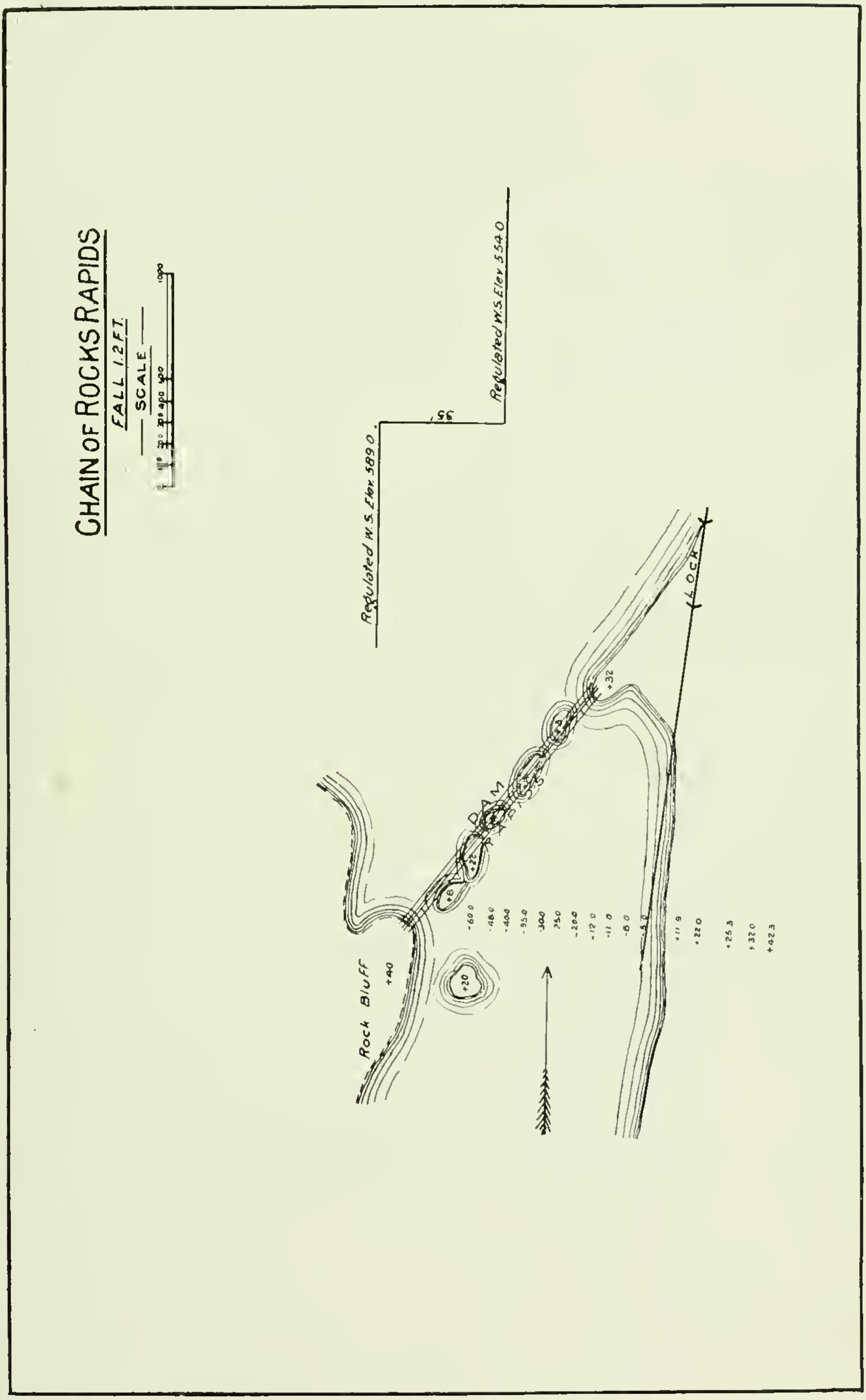

RED ROCK RAPIDS
FALL 105 FT
SCALE
Drowned out by Dam at
Chain of Rocks Rapids.
Very strong current
N B All elevations, with reference to
Present W S in Upper Reach
Rock showing 20 above water
41.8 No rock exposed
Rock
1.5
Pitch 3
12.0
20.0

PLATE No. 8.

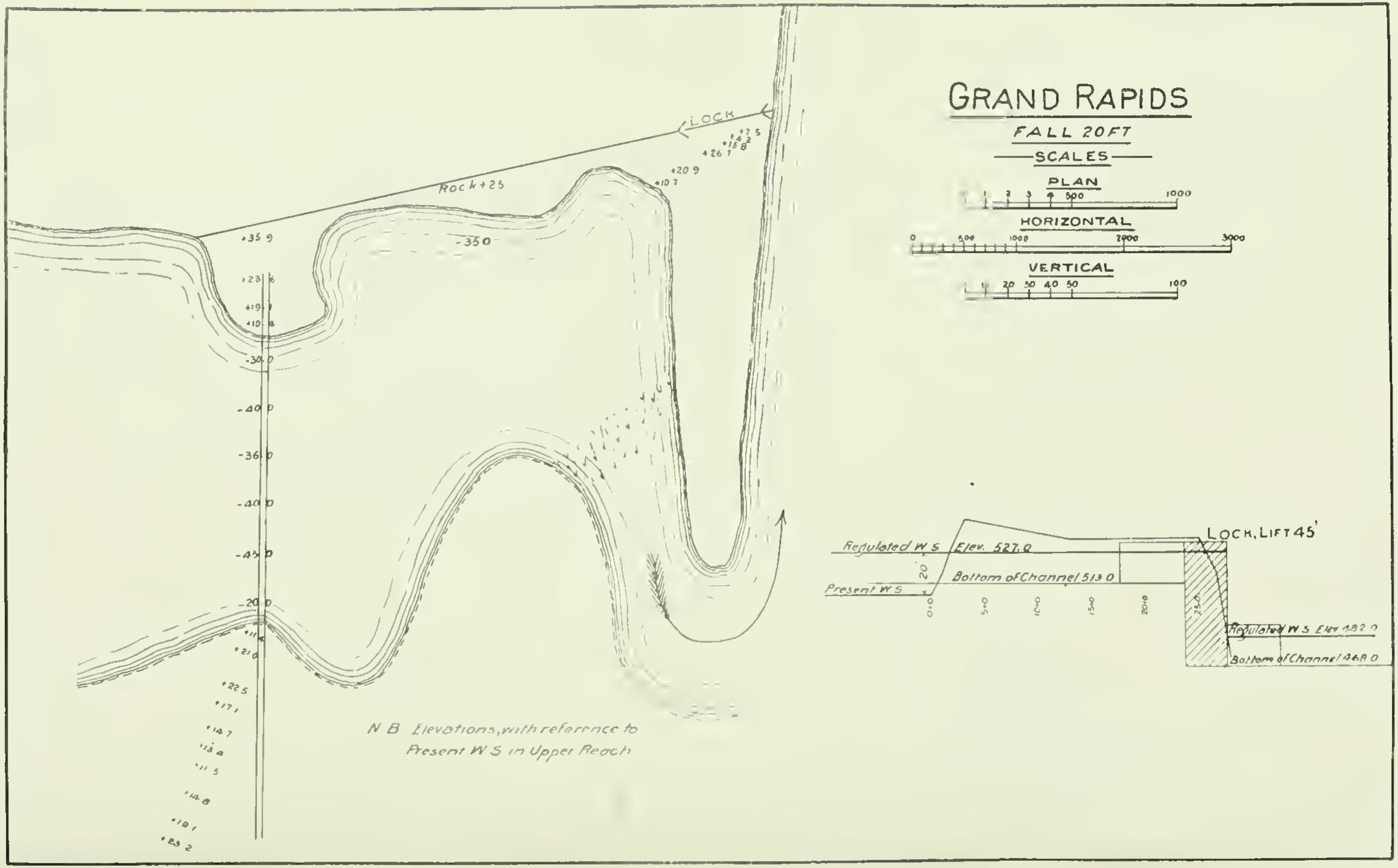


CHAIN OF ROCKS RAPIDS

FALL 1.2 FT.

SCALE
0 100 200 300 400 500 1000
Regulated W.S. Elev. 589.0
95'
Regulated W.S. Elev. 554.0
DAM
RAPIDS
LOCK
Rock Bluff
+40
+20
+8
+22
+32
-60.0
-48.0
-40.0
-35.0
-30.0
-25.0
-20.0
-12.0
-11.0
-8.0
-5.0
+11.9
+22.0
+25.3
+32.0
+42.3

PLATE No. 9.


GRAND RAPIDS

FALL 20 FT

SCALES
PLAN
1
2
3
4
500
1000
HORIZONTAL
0
500
1000
2000
3000
VERTICAL
10
20
30
40
50
100
LOCK
Rock +25
+17 5
+14 2
+15 8
+26 1
+20 9
+10 7
+35 9
-350
+23 6
+19 9
+10 4
-30 0
-40 0
-36 0
-40 0
-45 0
-20 0
+11 6
+21 0
+22 5
+17 1
+14 7
+13 4
+11 5
+14 8
+19 1
+23 2
Regulated W S
Elev. 527.0
20
Bottom of Channel 513.0
Present W S
0+0
5+0
10+0
15+0
20+0
25+0
LOCK, LIFT 45'
Regulated W S Elev 482.0
Bottom of Channel 468.0

N B Elevations, with reference to Present W S in Upper Reach

PLATE No. 10.

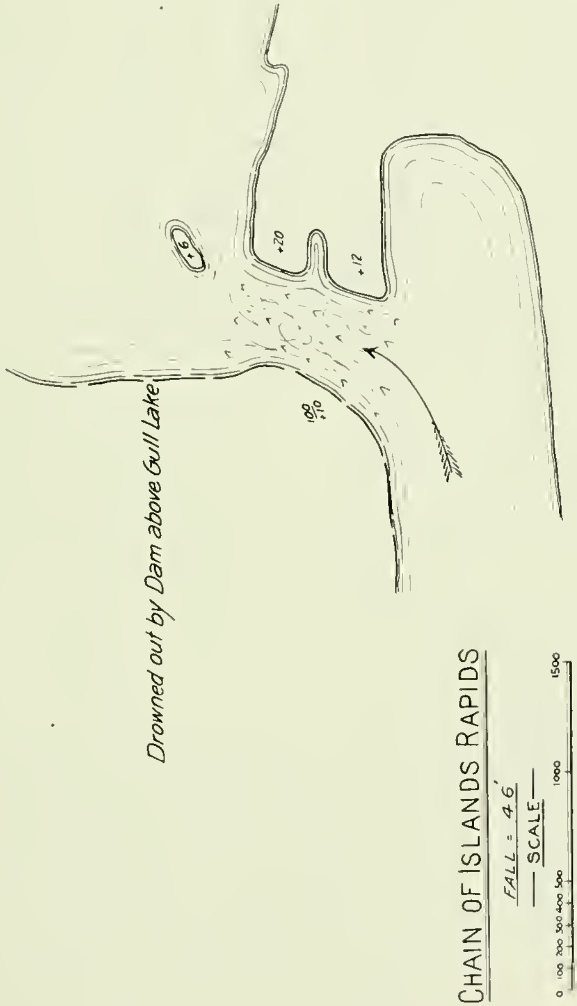

Drowned out by Dam above Gull Lake
+6
+20
+12
108
+10
CHAIN OF ISLANDS RAPIDS
FALL = 46'
SCALE
0
100
200
300
400
500
1000
1500

Plate No. 11.

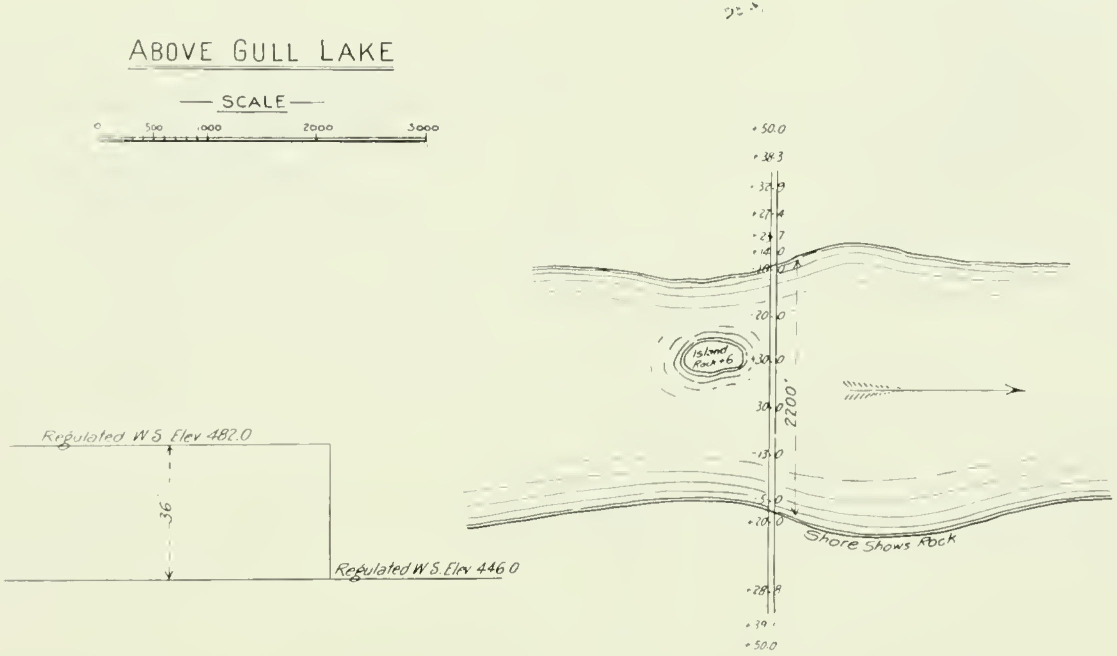

ABOVE GULL LAKE
— SCALE —
0
500
1000
2000
3000
Regulated W S Elev 482.0
36
Regulated W.S. Elev 446.0
50.0
38.3
32.9
27.4
21.7
14.0
10.0
20.0
Island Rock +6
30.0
30.0
2200'
13.0
5.0
20.0
Shore Shows Rock
28.8
39.1
50.0

Plate No. 12.

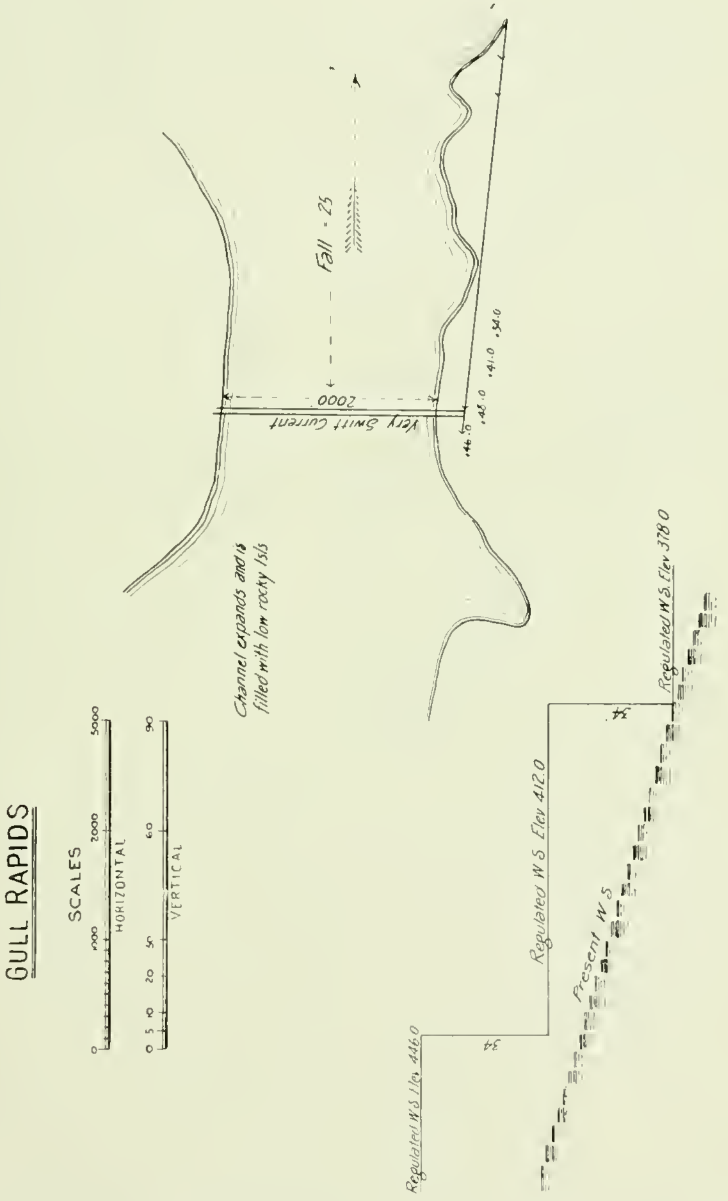
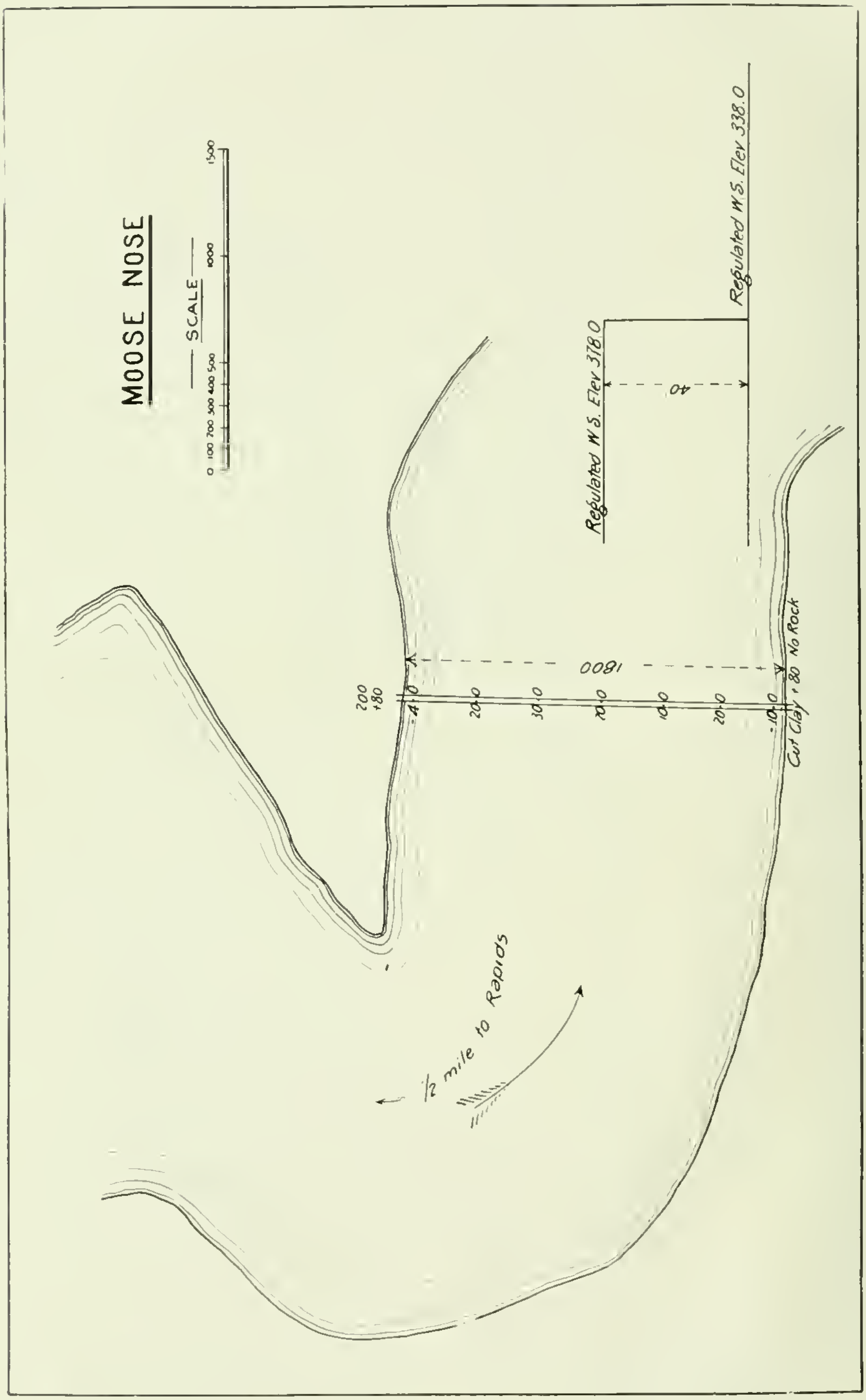

GULL RAPIDS
SCALES
HORIZONTAL
0
1000
2000
3000
VERTICAL
0
5
10
20
30
60
90
Channel expands and is filled with low rocky Isls
Very Swift Current
2000
Fall - 25
46.0
48.0
41.0
34.0
Regulated W.S. Elev 446.0
34
Regulated W.S. Elev 412.0
Present W.S.
34
Regulated W.S. Elev 378.0

PLATE No. 13.


MOOSE NOSE
SCALE
0 100 200 300 400 500 1000 1500
Regulated W.S. Elev 378.0
Regulated W.S. Elev 338.0
40
1800
200
+80
4.0
20.0
30.0
70.0
10.0
20.0
10.0
Cut Clay +80 No Rock
½ mile to Rapids

The next location chosen for a dam was above last Limestone rapid (Plate No. 18).

The width is 2,200 feet, and banks are good. Soundings are shown on the plate.

The next dam would have to be placed about 'The Extreme Head of Navigation.' (Plate No. 19).

From this point to Seal islands, the river has a uniform fall of about one foot to the mile, but the current is very swift, necessitating at least two dams. Locations with soundings are shown at 'Head of Navigation,' Dear islands, and just below Seal islands, (Plates No. 20, 21 and 22).

From Seal islands, the channel is irregular for about 15 miles farther down river, that is about half way from Flamborough Head to Beacon Point. From that point to Hudson bay a good channel with 20 feet of water at low tide, has been found.

Respectfully submitted,

E. S. MILES,
Assistant Engineer.

A. R. Dufresne, Esq.,
District Engineer,
504 Ashdown Bldg.,
Winnipeg, Man.

PLATE No. 14.

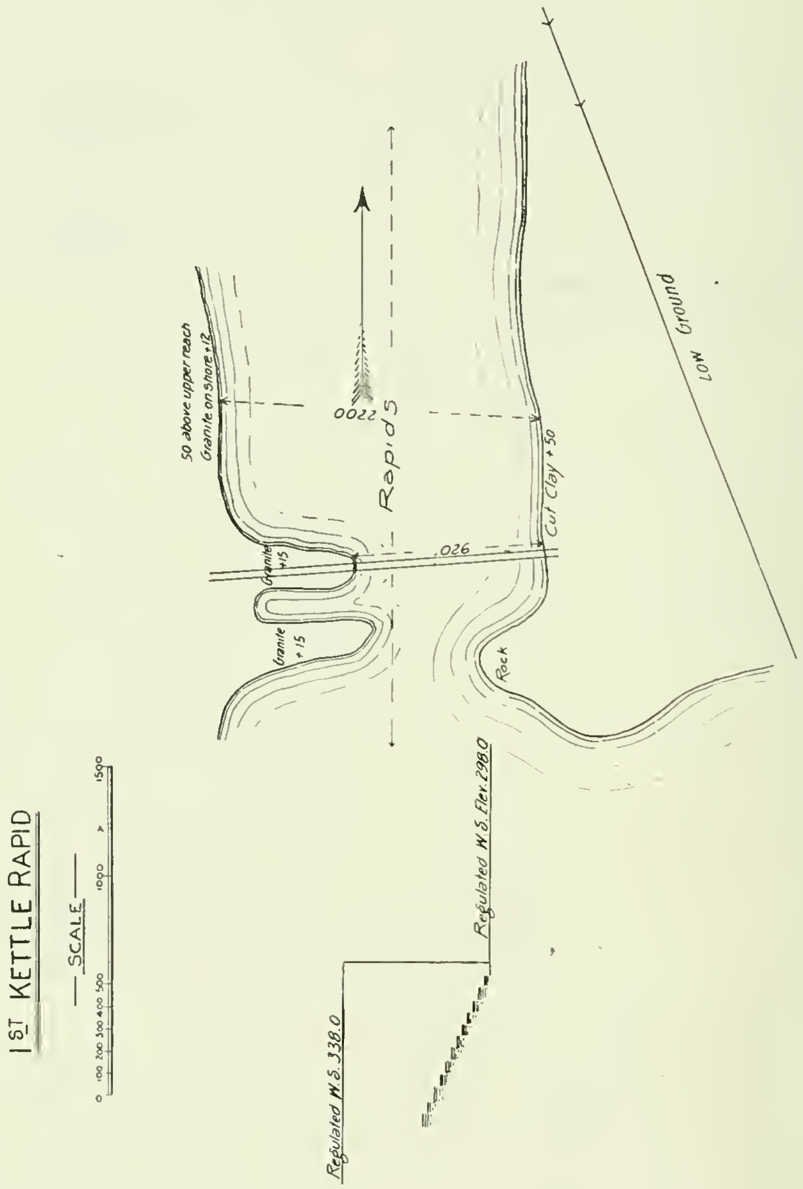

1ST KETTLE RAPID
SCALE
0 100 200 300 400 500 1000 1500
50 above upper reach
Granite on Shore +12
.0022
Rapids
Cut Clay +50
.026
Granite +15
Granite +15
Rock
Low Ground
Regulated W.S. 338.0
Regulated W.S. Elev. 298.0

PLATE No. 15.

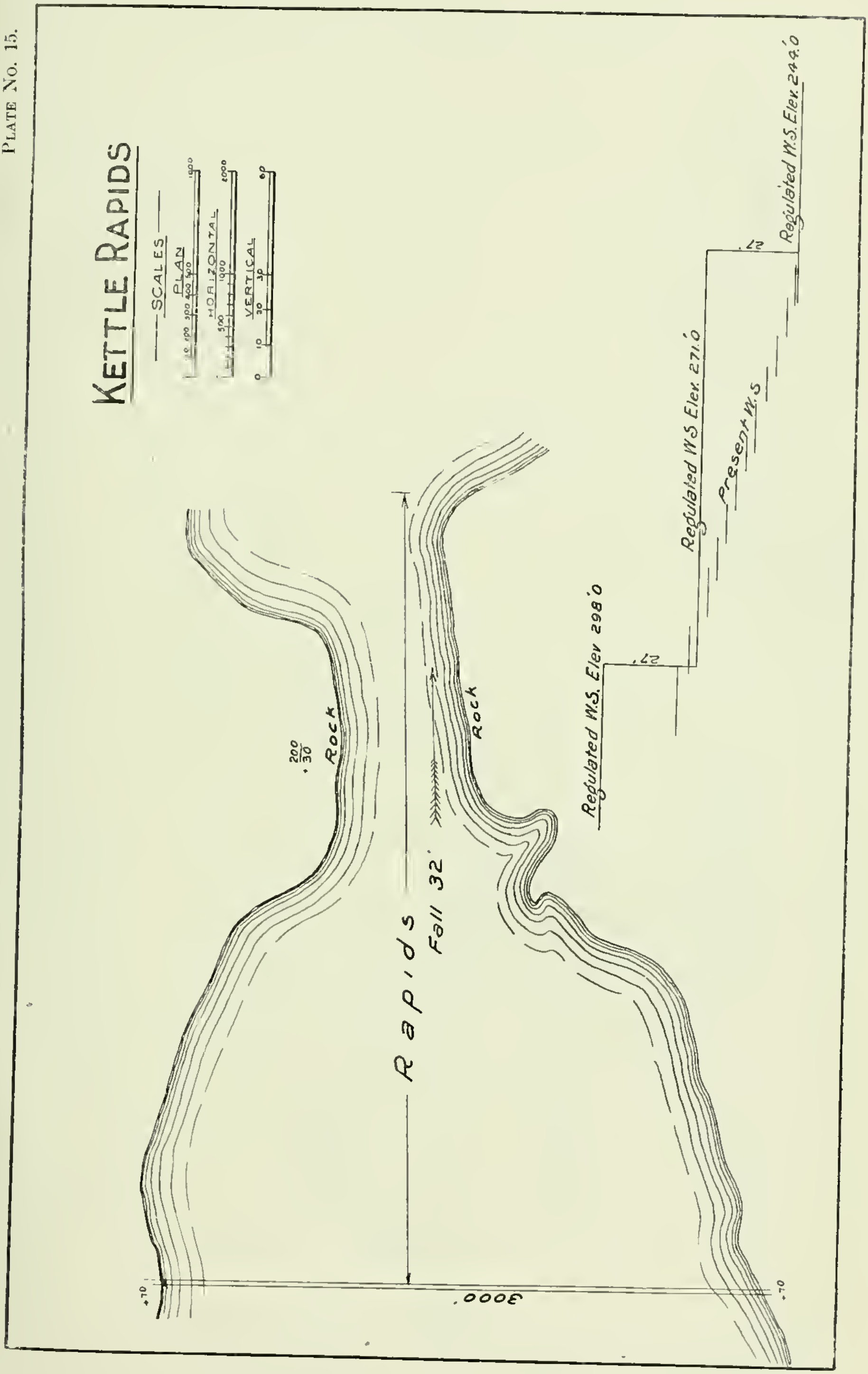
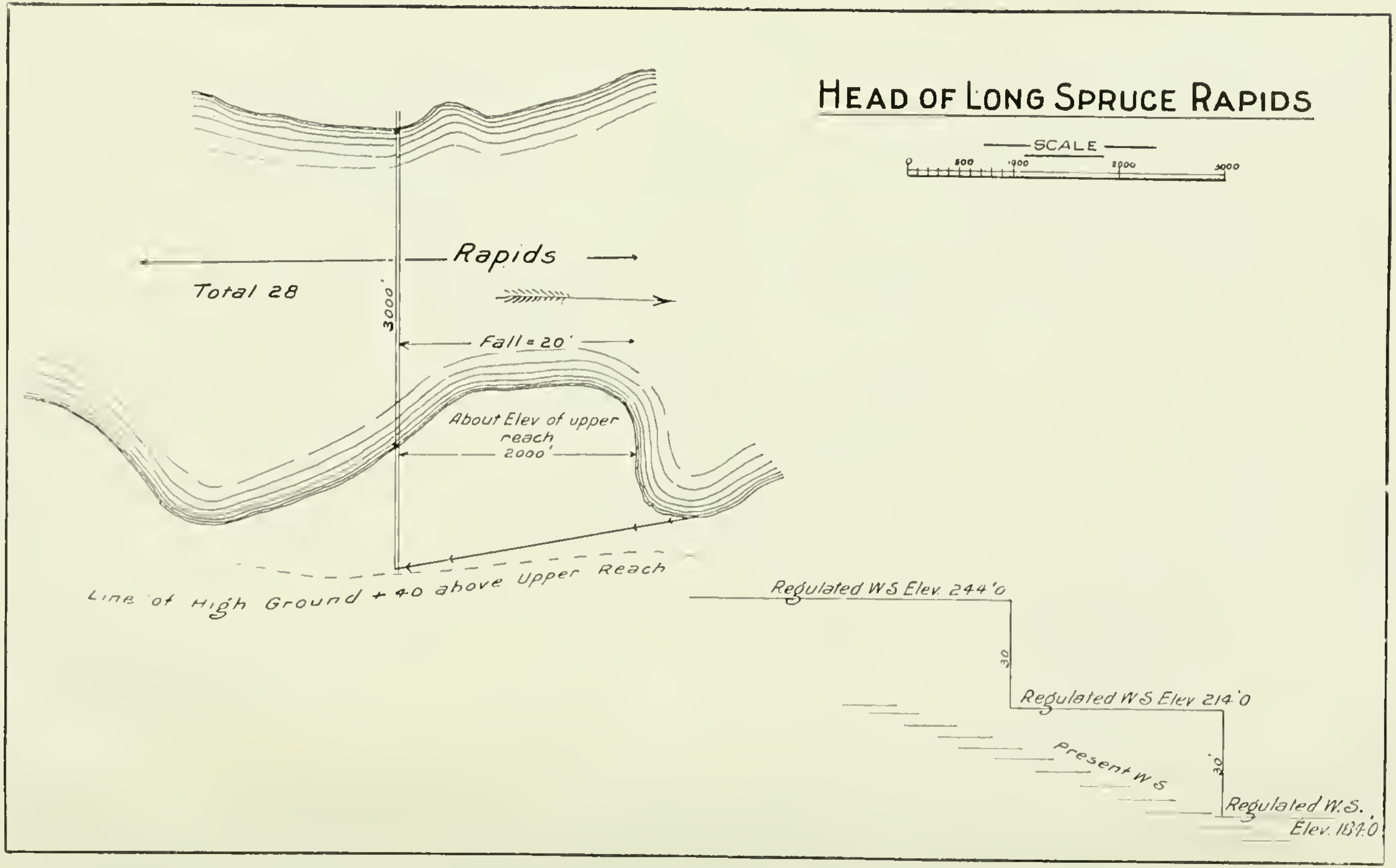

KETTLE RAPIDS
SCALES
PLAN
HORIZONTAL
VERTICAL
Rock
200/30
Rock
Rapids
Fall 32'
3000'
+70
+70
Regulated W.S. Elev 298.0
27'
Regulated W.S. Elev. 271.0
Present W.S.
27'
Regulated W.S. Elev. 244.0

PLATE No. 16.



HEAD OF LONG SPRUCE RAPIDS

SCALE
0
500
1000
2000
3000
Rapids
Total 28
3000'
Fall = 20'
About Elev of upper reach
2000'
Line of High Ground + 40 above Upper Reach
Regulated W.S Elev. 244'0
30'
Regulated W.S Elev 214'0
Present W.S
30'
Regulated W.S. Elev. 184'0

PLATE No. 17.

FOOT LONG SPRUCE RAPIDS

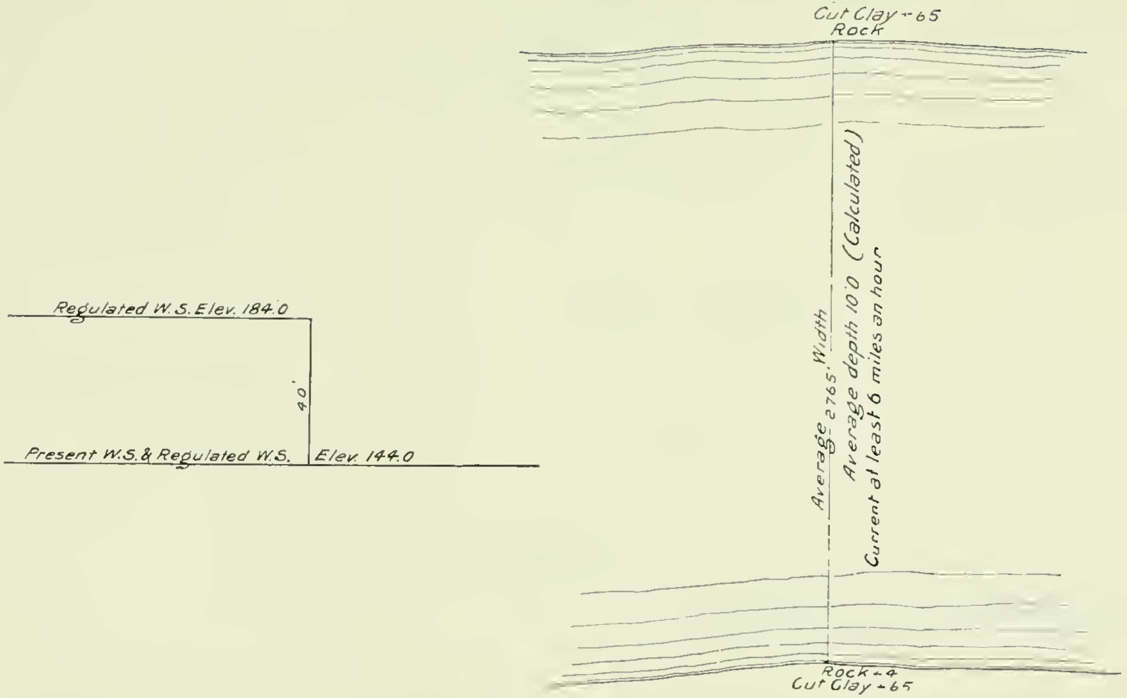

Cut Clay ∸ 65
Rock
Regulated W.S. Elev. 184.0
40'
Present W.S. & Regulated W.S.
Elev. 144.0
Average 2765' Width
Average depth 10.0 (Calculated)
Current at least 6 miles an hour
Rock ∸ 4
Cut Clay ∸ 65

Plate No. 18.

LOCATION - ABOVE LAST LIMESTONE RAPIDS

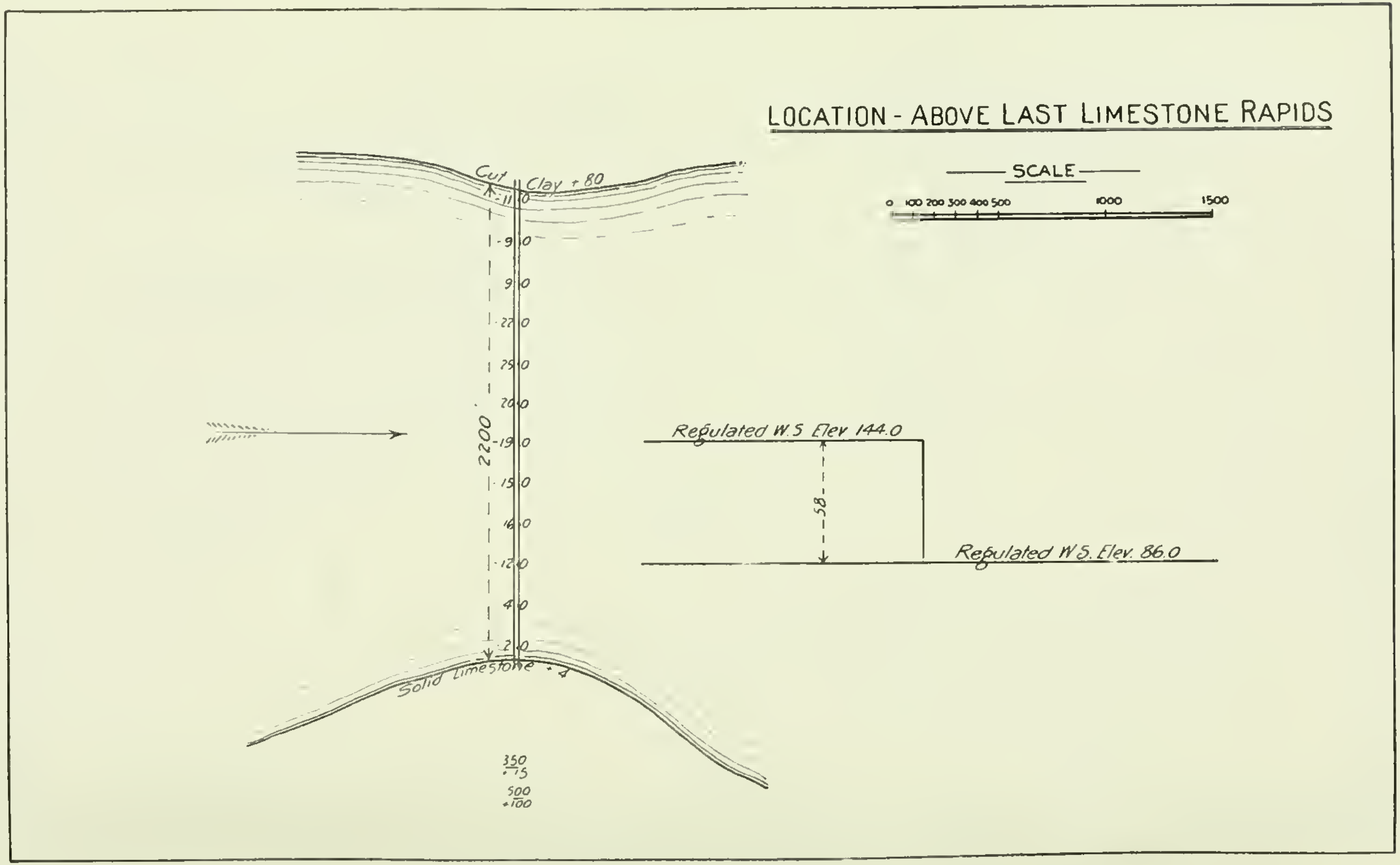

SCALE
0
100
200
300
400
500
1000
1500
Cut
Clay + 80
-11.0
-9.0
9.0
-27.0
-29.0
-20.0
-19.0
-15.0
-16.0
-12.0
-4.0
-2.0
2200
Solid Limestone + 4
350
+75
500
+100
Regulated W.S Elev 144.0
58
Regulated W.S. Elev. 86.0

PLATE No. 19.

LOCATION - EXTREME HEAD OF NAVIGATION

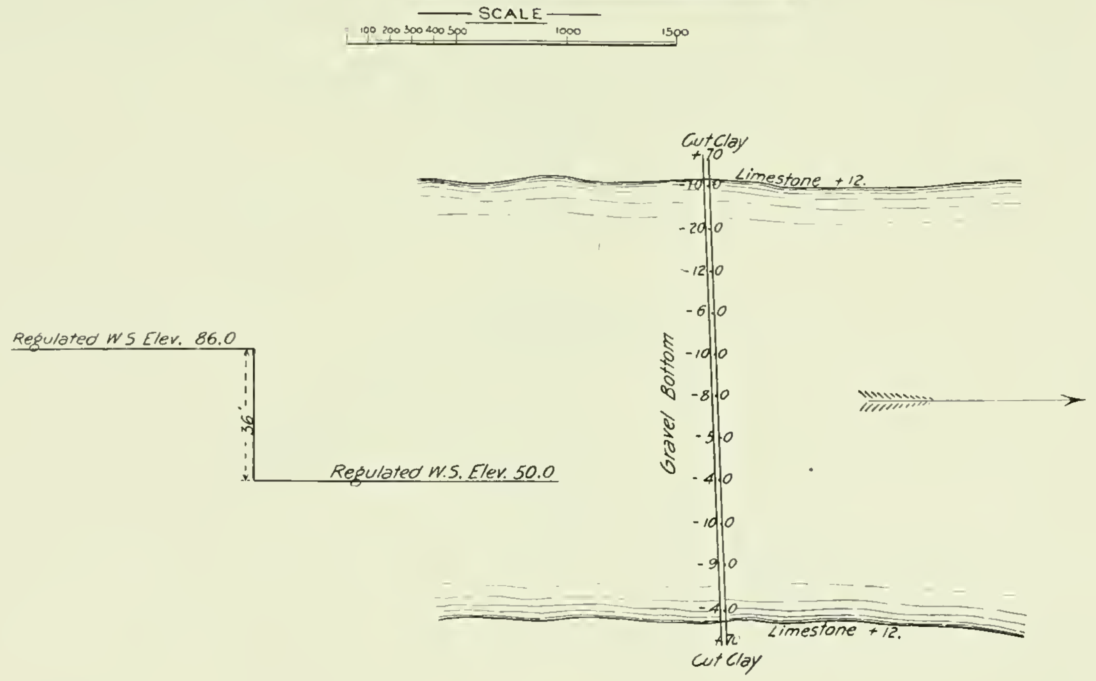
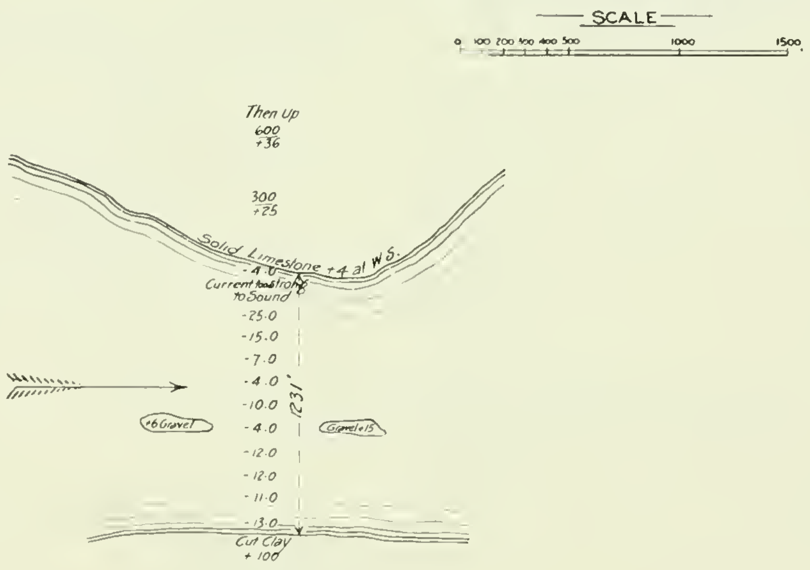

SCALE
100 200 300 400 500 1000 1500
Cut Clay
+70
Limestone +12.
-10.0
-20.0
-12.0
-6.0
-10.0
-8.0
-5.0
-4.0
-10.0
-9.0
-4.0
+70
Limestone +12.
Cut Clay
Gravel Bottom
Regulated W S Elev. 86.0
36'
Regulated W.S. Elev. 50.0

PLATE No. 20.

LOCATION AT "HEAD OF NAVIGATION"


SCALE
0
100
200
300
400
500
1000
1500
Then Up
600
+36
300
+25
Solid Limestone +4 at W.S.
-4.0
Current too strong to Sound
-25.0
-15.0
-7.0
-4.0
-10.0
-4.0
-12.0
-12.0
-11.0
-13.0
1231'
+6 Gravel
Gravel +15
Cut Clay
+100

SESSIONAL PAPER No. 19b

PLATE No. 21.

LOCATION AT DEER ISLAND

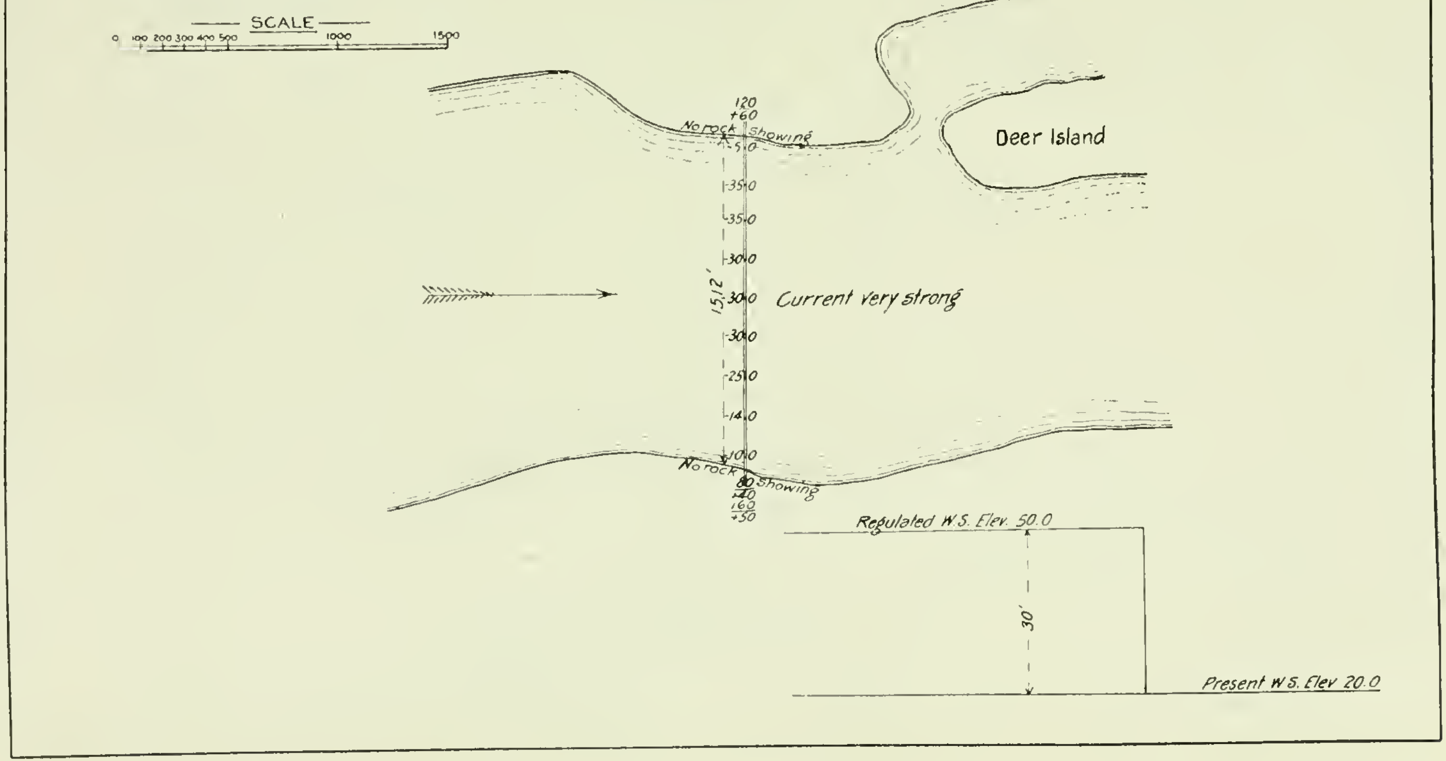
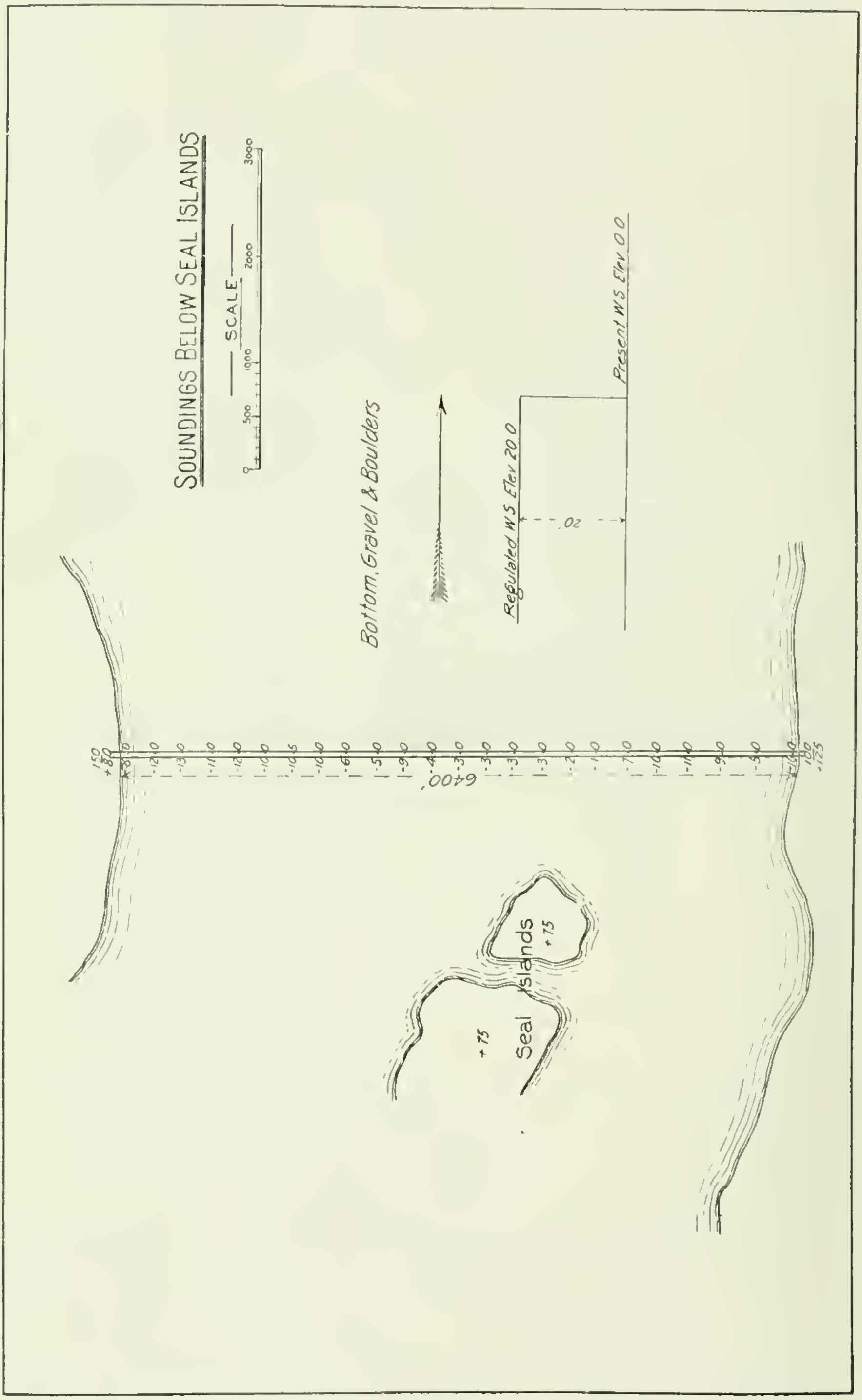

SCALE
0 100 200 300 400 500 1000 1500
Deer Island
120
+60
No rock Showing
-5.0
-35.0
-35.0
-30.0
15.12'
-30.0
Current very strong
-30.0
-25.0
-14.0
-10.0
No rock Showing
80
40
160
+50
Regulated W.S. Elev. 50.0
30'
Present W.S. Elev 20.0

PLATE NO. 22.


SOUNDINGS BELOW SEAL ISLANDS
SCALE
0
500
1000
2000
3000
Bottom, Gravel & Boulders
Regulated W.S. Elev 20.0
Present W.S. Elev 0.0
20.
150
+8.0
-8.0
-12.0
-13.0
-11.0
-12.0
-10.0
-10.5
-10.0
-6.0
-5.0
-9.0
-4.0
-3.0
-3.0
-3.0
-3.0
-2.0
-1.0
-7.0
-10.0
-11.0
-9.0
-5.0
-10.0
100
+12.5
6400.
Seal Islands
+75
+75

SUMMARY OF LOCATION OF LOCKS AND DAMS

Location.	No. of Locks.	No. of Dams.	Lift.
Whisky Jack Portage	2	0	45 feet
Ebb and Flow Rapids	1	3	17 "
White Mud Falls	1	0	29 "
Bladder Rapids	1	1	20 "
Chain of Rocks Rapids	1	1	35 "
Devil's Creek	1	1	27 "
Grand Rapids	1	1	45 "
Above Gull Lake	1	1	36 "
Gull Rapids	2	1	68 "
Moose Nose Point	1	1	40 "
Head Kettle Rapids	1	1	40 "
Foot " "	2	1	54 "
Head Long Spruce	2	1	60 "
Foot " "	1	1	40 "
Above Last Limestone Rapid	2	1	58 "
'Extreme Head of Navigation'	1	1	36 "
Deer Island	1	1	30 "
Seal Islands	1	1	20 "
	23	18	

N.B.—Locks to be 280 x 45 feet and for 14 foot navigation at low water.

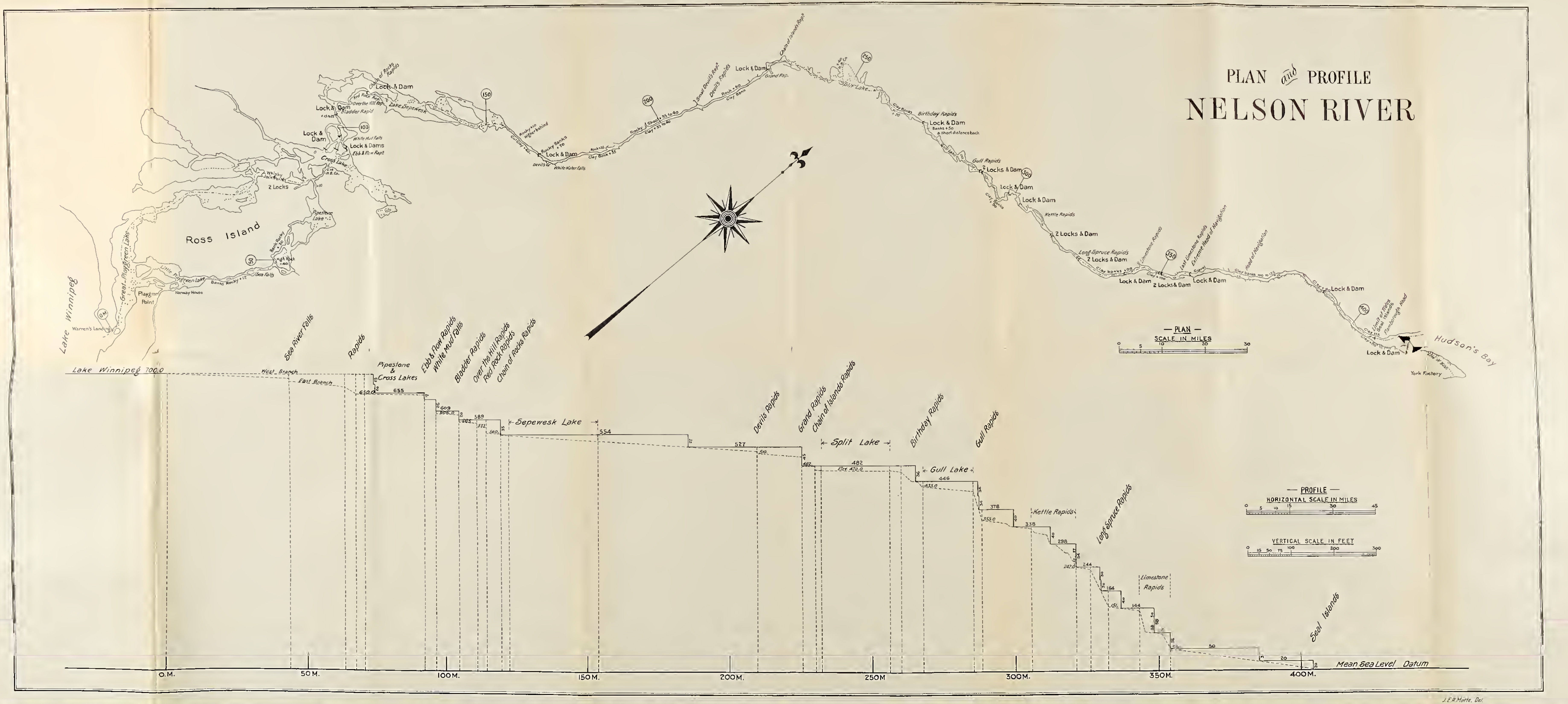
TABLE OF DISTANCES FROM OTTO J. KLOTZ'S SURVEY OF 1884.

DISTANCES FROM WARREN'S LANDING, LAKE WINNIPEG:—

To Playgreen Point	11¼	miles
Norway House	23½	"
Sea Falls	43⅝	"
Pipestone Lake	71¼	"
Cross Lake, Hudson Bay Co.'s post	83½	"
Ebb and Flow Rapids	92⅛	"
White Mud Falls	96¾	"
Bladder Rapids	104⅝	"
Forks to Duck Lake	106¾	"
Over the Hill Rapids	111	"
Red Rock Rapids	114½	"
Chain of Rocks Rapids	119¾	"
Lake Sepewesk	1[illegible]2¾	"
" Outlet	155	"
Devil's Creek	168	"
Devil's Rapids	210	"
Grand Rapids	226⅛	"
Chain of Islands Rapids	230½	"
Split Lake	232½	"
Split Lake, Hudson Bay Co.'s post	246¾	"
Gull Lake	275⅝	"
Gull Lake Rapids	285⅝	"
Kettle Rapids	319½	"
Long Spruce Rapids	323¾	"
Limestone Rapids	344½	"
'Extreme Head of Navigation'	355¾	"
Seal Islands	404¾	"
Hudson's Bay	429¾	"

APPROXIMATE WATER ELEVATIONS AT POINTS ON NELSON RIVER.

Location.	Elevation.
Warren's Landing	700 ft. above mean sea level.
Cross Lake	650 ft. „ „
Foot of Bladder Rapids	586 ft. „ „
Entrance to Sepewesk Lake	552 ft. „ „
Head of Grand Rapids	504 ft. „ „
Split Lake	470 ft. „ „
Foot of Gull Rapids	350 ft. „ „
Foot of Kettle Rapids	242 ft. „ „
Foot of Long Spruce Rapids	150 ft. „ „
Foot of Limestone Rapids	50 ft. „ „
Seal Islands	0 ft. „ „


PLAN and PROFILE
NELSON RIVER
Lake Winnipeg
Warren's Landing
Great Playgreen Lake
Little Playgreen Lake
Playgreen Point
Norway House
Ross Island
Sea Falls
Pipestone Lake
Cross Lake
2 Locks
Lock & Dam
Lock & Dams
Ebb & Flow Rapids
White Mud Falls
Bladder Rapid
Over the Hill Rap.
Red Rock Rap.
Chain of Rocks Rapids
Lake Sepewesk
Devil's Rap.
White Water Falls
Small Devil's Rap.
Devils Rapids
Grand Rap.
Chain of Islands Rap.
Split Lake
Birthday Rapids
Gull Rapids
2 Locks & Dam
Kettle Rapids
Long Spruce Rapids
Limestone Rapids
Last Limestone Rapids
Extreme Head of Navigation
Head of Navigation
Seal Islands
Flamborough Head
Hudson's Bay
York Factory
0 M
50
100
150
200
250
300
350
400
PLAN
SCALE IN MILES
0 5 10 20 30
PROFILE
HORIZONTAL SCALE IN MILES
0 5 10 15 30 45
VERTICAL SCALE IN FEET
0 25 50 75 100 200 300
Lake Winnipeg 700.0
West Branch
East Branch
Sea River Falls
Rapids
Pipestone & Cross Lakes
Bladder Rapids
Over the Hill Rapids
Red Rock Rapids
Chain of Rocks Rapids
Sepewesk Lake
Devils Rapids
Grand Rapids
Chain of Islands Rapids
Split Lake
Birthday Rapids
Gull Rapids
Gull Lake
Kettle Rapids
Long Spruce Rapids
Limestone Rapids
Seal Islands
655
650.0
609
589
554
527
482
446
378
338
298
244
184
144
50
20
Mean Sea Level Datum
0 M.
50 M.
100 M.
150 M.
200 M.
250 M
300 M.
350 M.
400 M.
J.E.R. Motte, Del.

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1909, TO MARCH 31, 1910

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906
Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1910
[No. 20—1911.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1909, to March 31, 1910.

GEO. P. GRAHAM,
Minister of Railways and Canals.

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(In separate pocket.)

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7. Nova Scotia, New Brunswick, Prince Edward Island and part of Quebec.
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9. Welland Canal.
10. Trent Navigation and Murray Canal.
11. St. Lawrence, Ottawa, Rideau and Richelieu Canals.

REPORT OF THE DEPUTY MINISTER.

To the Honourable Geo. P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1910.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices.

In Part I, will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

On February 5, 1910, Mr. M. J. Butler, C.M.G., who filled the dual office of deputy minister and chief engineer, resigned, and on my appointment, on that date, to the position of deputy minister, the department reverted to the principle of having a special officer as chief engineer, and this office was filled by the appointment, on April 22, 1910, of Mr. W. A. Bowden, who had been acting in that capacity for some time previous.

Another change of importance was the constitution, under an order in council dated April 20, 1909, of a 'Government Railways Managing Board' with whom now rests the duty of carrying out the various details attaching to the operation of these roads.

GENERAL SUMMARY.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by parliament, of railway enterprises in various parts of Canada other than the government roads, aggregate as follows:—

The total railway expenditure amounted to $32,862,094.46, of which $21,505,975.91 was charged to capital, $2,260,214.59 to income and $9,095,903.96 to revenue.

The railway expenditure on capital account included $19,968,126.86 for the eastern division (from Moncton to Winnipeg), of the National Transcontinental railway, which is in course of construction by a board of commissioners, and $53,042.63 for surveys for a line of railway to Hudson bay.

The railway expenditure on income included a total of $2,048,097.05 paid as subsidies to railways other than the government roads, $112,465.04 for the Board of Railway Commissioners for Canada, $17,644.66 for inspection of the Grand Trunk Pacific Railway, and $111,788.02 for preparing plans, &c., for the reconstruction of the bridge across the River St. Lawrence above Quebec—known as the Quebec bridge.

The expenditure on the Intercolonial railway amounted to $9,923,479.78, namely, on capital account $1,278,409.45, and on revenue account $8,645,070.33. On the maintenance of the Windsor branch the expenditure was $23,549.90, charged to revenue account.

On the Prince Edward Island railway, the total expenditure was $633,680.70, of which $206,396.97 was charged to capital and $427,283.73 to revenue.

The expenditure on canals aggregated $3,259,097.18; of which $1,650,706.64 was on capital account, $489,256.68 on income, $604,899.26 for staff and $514,234.60 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures in both branches the sum of $4,706.79, the total expenditure for the year on railways and canals amounted to $36,125,898.43.

The total revenue derived from the railway and canal works was $9,841,347.99, of which the railway produced $9,647,963.71, and the canals $193,384.28,* the sum of $168,893.63 being received from hydraulic rents.

The total government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1910, amounts, on capital account, to $236,654,665.29, including the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line, and also the amount $660,683.09 expended on the Annapolis and Digby railway. In addition, there has been expended from the consolidated fund a total of $202,532,757.03, making a total of $439,187,422.32. Of this amount the sum of $13,881,460.65 was expended, prior to Confederation, on the construction of portions of what is now the Intercolonial railway system.

The government expenditure on canals prior to and since July 1, 1867, to the close of the fiscal year March 31, 1910, amounts, on capital account, to $96,982,449.37, of which $20,593,866.13 was expended prior to Confederation, and from the consolidated fund to $29,346,507.21, making a total of $126,328,956.58.

The total expenditure on railways and canals up to March 31, 1910, is, as above, $565,516,378.90; adding to which, for general expenditures embracing both, the further sum of $810,358.32, the grand total expenditure amounts to $566,326,737.22.†

Details indicating the general classes and directions of the above expenditures will be found in the statements furnished by the accountant of the department and printed in the appendices hereto, Part I.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor branch (maintained only, and leased for operation), and the Prince Edward Island railway.

Details respecting these railways and their operation will be found in the appendices, Part III., containing reports from the Government Railways Managing Board, and the officials of these roads.

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* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

† This amount does not include the annual payment of $119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, Ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (See Public Accounts 1893-4, page 10, and 1906, page 79.)

The gross earnings of the government roads for the twelve months ended March 31, 1910, amounted to $9,647,963.71; the working expenses amounted to $9,095,903.96, showing a profit of $552,059.75.

The Intercolonial railway working expenses amounted to $8,645,070.33; its earnings amounted to $9,268,234.99; a profit of $623,164.66.

The Windsor branch maintenance expenditure amounted to $23,549.90; the government earnings amounted to $60,653.98, leaving a profit of $37,104.08.

The Prince Edward Island railway working expenses amounted to $427,283.73; its earnings amounted to $319,074.74, the deficit being $108,208.99.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899) the Drummond County railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property,, 1·33 mile, was surrendered to the government.

The total mileage in operation during the year remained the same as in the preceding year, 1,447·13 miles. 23·13 miles are double-tracked. This is irrespective of spur lines and sidings and tracks in yards, the aggregate length of which was 383·71 miles.

CAPITAL ACCOUNT.

The expenditure for the past fiscal year ended March 31, 1910, on capital account amounted to $1,278,467.60; from which is deducted the sum of $58.15 (comprising a refund, &c.), leaving the total $1,278,409.45, making the total expenditure on the whole road as amalgamated under the Acts 54-55, Vic. chap. 50 (1891) and 62-63 Vic. chaps. 5 and 6 (1899), together with the acquired Canada Eastern railway, $92,273,073.51.

The principal items charged to capital during the year were as follows (omitting cents): for the new locomotive and car shops with equipment, and new freight yard at Moncton, $399,400; new machinery for shops, $95,799; increased accommodation at Halifax, $179,953; engine house, machine shops, &c., at Rivière du Loup, $156,945; extension to wharf at Dalhousie, $27,500; double tracking parts of line, $68,977; increased water supply, $42,482, and increased facilities at various points, $100.565.

The expenditure on capital account was $2,588,822.71 less than in the previous year 1908-9, in which year $1,353,646 was expended for rolling stock, whereas last year there was no capital expenditure under this head.

REVENUE ACCOUNT.

Expenditures on revenue account are grouped under five main heads, each divided into a number of sub-heads.

The main heads and the expenditures under them for the fiscal year ended March 31, 1910, are as follows: maintenance of way and structures (27 sub-heads), $1,629,254.81, against which is a credit of $6,975.06 for maintenance of joint tracks, yards, &c., leaving the net amount $1,622,279.75; maintenance of equipment (21 sub-heads), $1,851,792.68; traffic expenses (5 sub-heads), $179,882.61; transportation expenses (40 sub-heads), $4,870,874.65, against which is a credit of $86,206.89 for operating joint yards and terminals, making the net expenditure under this head, $4,784,667.76; general expenses (8 sub-heads), $206,447.53.

The aggregate expenditure under these five heads for the year was $8,645,070.33.

The items of cost of 'maintenance of way and structures' include (omitting cents): ties, $226,214; rails, $222,626; other track material, $128,667; roadway and track, $533,502; removal of snow, ice and sand, $91,124; bridges, trestles and culverts, $66,082; grade crossings, fences, cattle-guards and signs, $37,516; buildings, fixtures and grounds, $140,304; and maintaining joint tracks, yards and other facilities, $44,161 (against which last item is a credit, as above).

The items of 'maintenance of equipment' include (omitting cents): repairs and renewals of locomotives, $759,381; repairs and renewals of passenger cars, $338,494, and of freight cars, $583,914; and shop machinery and tools, $33,297.

The items of 'traffic expenses' include (omitting cents): for outside agencies, $61,587; for advertising, $37,232; and for stationery and printing, $24,810.

The items of 'transportation expenses' include (omitting cents): despatching trains, $142,103; station employees, $626,729; station supplies and expenses, $86,785; yard masters and clerks, $33,544; yard conductors and brakesmen, $121,899; yard enginemen, $112,975; fuel for yard locomotives, $152,678; operating joint yards and terminals, $104,241 (against which is a credit of $86,206); road enginemen, $482,068; engine house expenses, $234,189; fuel for road locomotives, $1,490,049; road trainmen, $629,430; train supplies and expenses, $177,702; and operating floating equipment, $42,321.

The items of 'general expenses' include (omitting cents): pensions, $63,313; and law expenses, $7,307.

The gross earnings of the year, $9,268,234.99, were derived as follows:—

The passenger earnings amounted to $2,765,884.66, or 29·84 per cent of the gross earnings; the freight earnings were $6,048,884.18, or 65·26 per cent of the gross; the mail and express earnings were $408,847.66 or 4·41 per cent and the miscellaneous earnings amounted to $44,618.49, or ·48 per cent of the gross. The revenue derived from transportation was 99·32 per cent of the gross.

The gross earnings per mile of railway (1,447.13 miles), were $6,404.56; per engine mile, $1.08; per train mile, $1.39; and per car mile, 9·82 cents.

The total engine mileage was 8,608,486; the total train mileage 6,682,353; and the total car mileage, 94,384,628.

The expenses per mile of railway were as follows: maintenance of way and structures, $1,121.03; maintenance of equipment, $1,279.63; traffic expenses, $124.30; transportation expenses, $3,306.32; and general expenses, $142.66, making a total of $5,973.94.

The expenses per train mile were: maintenance of way and structures, 24·28 cents; maintenance of equipment, 27·71 cents; traffic expenses, 2·69 cents; transportation expenses, 71·60 cents; and general expenses, 3·09 cents, making a total of 129·37 cents.

The ratio of expenses to gross earnings was as follows: maintenance of way and structures, 17·50 per cent; maintenance of equipment, 19·98 per cent; traffic expenses, 1·94 per cent; transportation expenses, 51·62 per cent; and general expenses 2·23 per cent.

Comparing the twelve months ended March 31, 1909, with the corresponding period ended on March 31, 1910, the revenue last year showed an increase of $741,165.53. The passenger traffic produced an increase of $137,666.09; the freight traffic an increase of $546,333.60; and the mails and express an increase of $57,165.84. The increase per mile of railway was $512.16, and per train mile 15 cents.

A comparison of working expenses for the same periods shows a decrease in the year 1909-10, of $682,951.22, or per mile of railway, $471.95; per engine mile of 0·87 cents, and per train mile of 6 cents.

The increased revenue, $741,165.53, and the reduction in working expenses, $682,951.22, make a total betterment, as compared with the previous year, of $1,424,116.75.

GENERAL NOTES RE INTERCOLONIAL RAILWAY.

The number of passengers carried was 3,122,324, an increase compared with the previous year, of 215,087. There was an increase of 217,330 in the number of local passengers, and a decrease of 2,243 in the number of through passengers.

The actual quantity of freight carried, including non-revenue producing, was 4,071,692 tons. Of this, 144,452 tons consisted of supplies carried for the railway, such as ties, rails, station supplies, &c.

Of revenue producing freight, 3,927,240 tons were carried, an increase, compared with the previous year, of 353,268 tons. The local freight was increased by 216,188 tons, and the through freight by 137,080 tons; the principal items being the following:

Of agricultural products, 473,851 tons, including 155,484 tons of grain and 160,817 tons of flour; of animals, poultry and fish and their products, 76,732 tons, including 18,439 tons of dressed meats, 27,887 tons of fish and 6,667 tons of hides and leather; of products of mines, 1,266,572 tons, including 1,050,362 tons of coal and coke and 184,673 tons of stone, sand, &c.; of products of the forest 1,043,749 tons, including 416,774 tons of lumber, 185,385 tons of pulp wood, and 39,072 tons of wood pulp; of manufactured goods 708,373 tons, including 88,484 tons of iron and steel rails, 138,468 tons of pig and bloom iron, brick, lime and cement, 107,199 tons, sugar, 62,571 tons, and petroleum and oils, 27,537 tons. Of goods classed as miscellaneous, 357,963 tons were carried.

Of products of agriculture, there was an increase of 106,348 tons, including increases of 51,588 tons in grains, 14,125 tons in flour, and 36,208 in hay . Of products of animals, the increase was 5,176 tons, chiefly in dressed meats and fish. Of products of mines, there was a decrease of 32,760 tons, coal and coke having decreased by 65,575 tons, and slate and granite by 1,732 tons, though other items showed increase. Of products of the forest, there was an increase of 164,702 tons, lumber having increased by 63,886 tons, and both pulp wood and wood pulp having shown considerable increase. Of manufactures, there was an increase of 79,208 tons, iron, pig and bloom, increased by 39,624 tons, wire rods by 35,365 tons, and other increases were made. Iron and steel rails fell off 12,856 tons, and steel billets 26,174 tons.

The total rolling stock equipment of the railway on March 31, 1910, was as follows:

Locomotives, 414; cars of all kinds, 12,970, comprising sleeping cars, 1st class, 41, 2nd class, 50, parlour cars 9, dining cars 12, 1st class passenger cars 135, 2nd class 99, postal cars 34, baggage cars 65, box baggage cars 6, air brake instruction car 1, steam motor cars 4, box cars, 7,095, refrigerator cars 144, platform cars 3,058, pulp wood cars 52, oil tank cars 40, hopper cars 1,046, gondola coal cars 17, coal cars (20 tons capacity) 442, steel side dump coal cars 130, stock cars 148, convertible dump cars 200, auxiliary cars 23, vans 119; also 53 common snow ploughs, 20 wing ploughs, 2 rotary steam ploughs, 2 double track ploughs, 1 double end plough, 40 flangers; making a total of 118 ploughs and flangers; 2 ballast plough cars, and 1 well boring car.

Out of the foregoing list 11 locomotives, 645 cars of various kinds, and 1 common snow plough were condemned or destroyed and 11 locomotives, 445 cars, and 1 common snow plough were listed as to be replaced at the close of the year.

The following comparative statistics dealing with traffic will be of interest:—

In 1908-9, the average tons of freight carried per train, producing revenue, was 229·95, and the number of passengers 51·61; in 1909-10, the average freight tonnage was 260·02, and passengers 58·99.

In 1908-9, the average tons per loaded car, producing revenue, was 16·66, and the number of passengers 8·81; in 1909-10, the number of tons was 17·23, and of passengers, 9·62.

The number of tons per train, all freight, in 1908-9, was 235·46, and in 1909-10, 264·26.

The number of tons per car, all freight, in 1908-9, was 17·07, and in 1909-10, 17·51.

The average distance each ton of freight was carried in 1908-9, was 267·59 miles, and in 1909-10, the average distance was 271·69 miles. The average distances passengers were carried in those years were 48·04 miles, and 48·73 miles respectively.

The average number of loaded cars per train in 1908-9, was 13·80 cars of freight and 5·86 cars of passengers; in 1909-10, the number of freight cars per train was 15·09 and of passengers 6·13.

The average number of empty cars per train in 1908-9, was 3·93; and in 1909-10, 3·13.

In 1908-9, the average of train miles per mile of road was, for freight, 2,873.96; and for passengers, 1,870·06; in 1909-10, these figures were, respectively, 2,835·59, and 1,782·07.

In 1908-9, the average per mile of road of revenue producing freight carried one mile was 660,857·05 tons, and passengers 96,519·39; in 1909-10, the figures were, freight 737,317·14 tons, and passengers 105,131·40.

The number of tons, all freight, per mile of road carried one mile in 1908-9, was 676,705·26, and in 1909-10, 749,338·04.

The train mileage in 1908-9 was: passenger, 2,706,214 miles; freight, 4,158,990 miles; in 1909-10, passenger, 2,578,885 miles; freight, 4,103,468 miles.

The loaded car mileage in 1908-9, was 57,381,108 miles, and in 1909-10, 61,916,687 miles.

The empty car mileage in 1908-9, was 16,356,184 miles, and in 1909-10, 12,843,789 miles.

The caboose car mileage in 1908-9, was 3,776,649 miles, and in 1909-10, 3,802,680 miles.

The steam motor car mileage (passenger) was 21,997 miles in 1908-9, and 16,563 miles in 1909-10.

The total car mileage in 1908-9 was: passenger, 15,860,178 miles, and freight, 77,513,941 miles; in 1909-10, the figures were: passenger, 15,821,472, and freight 78,563,156.

The total freight moved in 1908-9, was 3,751,724 tons; of this quantity, 3,573,972 tons were revenue-producing. In 1909-10, the total freight moved was 4,071,692 tons, of which 3,927,240 tons were revenue-producing.

Repairs to passenger cars cost, per car, in 1908-9, $630.51, or per car mile, ·0172 of a cent; and in 1909-10, $604.87, or per car mile, ·0171 of a cent.

Repairs to freight cars cost, per car, in 1908-9, $47.86, or per car mile, ·0078 of a cent; and in 1909-10, $38.16, or per car mile, ·0062 of a cent.

Repairs to locomotives cost, per locomotive, in 1908-9, $1,884.53, or per locomotive mile, ·0828 of a cent, and in 1909-10, $1,504.72, or per locomotive mile, ·0727 of a cent.

The value of stores on hand at the close of the year was $1,243,181.69, comprising fuel, $416,911.37; roadway and bridge material, $314,377.42; and miscellaneous, $511,892.90.

During the year the new shops at Moncton were occupied, and the locomotive repair work formerly executed at Halifax was transferred to the Moncton shops, a considerable reduction in the number of employees being thus effected.

The double tracking between Moncton and Painsec Junction, a distance of 7·2 miles, was completed and put in operation.

The general condition of the rolling stock is good, and the track of the railway, together with its bridges and other structures, has been maintained in good repair. It is believed that the whole road was never in better condition than at the present time.

Full details as to the various works of improvement and repair carried out during the year, and as to the mechanical department and the rolling stock, will be found in the appendices hereto; also the several statements of the comptroller in regard of the expenditures, &c.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross government receipts for the twelve months of the fiscal year ended on March 31, 1910, amounted to $60,653.98. The cost of maintenance aggregated $23,549.90, leaving a profit of $37,104.08. The government share of the receipts showed an increase of $4,622.65 compared with the previous year.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. The length of road operated was the same as in the previous year, 267·5 miles.

CAPITAL ACCOUNT.

There was an addition of $206,396.97 to the capital account expenditure during the past year ended March 31, 1910, making the total capital expenditure up to that date, $8,465,364.91. The added expenditure included $156,531.57 for increased accommodation at Charlottetown, where a new twenty stall brick and concrete engine house has been built, and $49,829.25 for the branch line from Harmony to Elmira, a distance of 9·9 miles, the construction of which was placed under contract during the year.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $319,074.74, and the working expenses to $427,283.73, making an excess of expenditure over earnings of $108,208.99. Compared with the previous year there was an increase of $7,755.11 in the gross earnings, and an increase of $16,953.32 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial railway, under five heads, with their several sub-heads. It comprised: 'Maintenance of way and structures,' (25 sub-heads), $121,046.70, which included ties $10,232.32; rails, $11,008.03; roadway and track, $60,149.62; removal of snow, ice and sand, $11,930.76; and telegraph and telephone lines, $6,916.88; 'maintenance of equipment' (10 sub-heads), $79,258.26, which included repairs to locomotives, $27,005. to passenger cars, $14,485.79, and to freight cars, $11,471.06; 'traffic expenses' (3 sub-heads), $968.97, of which $894.09 was for advertising; 'transportation expenses' (30 sub-heads), $211,004.76, which included, station employees, $45,038.14; road enginemen, $23,425.86; road engine house expenses, $10,837.48; fuel for road engines, $46,482·45; road trainmen, $31,955.39; train supplies and expenses, $7,071.15; and telegraph and telephone operation, $7,013.08; 'general expenses' (6 sub-heads), $15,005.04, which included the salaries and expenses of general officers, clerks and attendants, and relief department expenses, $6,142.67.

The number of passengers carried was 351,038, an increase compared with the previous year of 18,280, producing $140,076.83, an increase of $3,542.79. Of freight, 105,741 tons were carried, a decrease of 349 tons, producing $153,373.11, an increase of $4,222.50. The earnings for mails and sundries amounted to $25,624.80, a decrease of $10.18 compared with the previous year.

The freight carried was agricultural products, 29,767 tons, including grain, 12,918 tons; flour, 4,374 tons; hay, 2,912 tons; fruit and vegetables, 7,886 tons, and tobacco, 166 tons; animals, poultry and fish and their products, 12,064 tons, including live stock, 3,562 tons; dressed meats, 2,307 tons; poultry, game and fish, 3,030 tons, and hides and leather, 421 tons; products of mines, 10,795 tons, including 7,523 tons of bituminous coal; forest products (lumber) 13,358 tons; manufactures, 6,593 tons,. including iron and steel rails, 598 tons, pig and bloom iron, 439 tons; agricultural implements, 711 tons; cement, brick and lime, 1,334 tons, and sugar, 907 tons; miscellaneous commodities, 33,164 tons.

The engine mileage aggregated 444,837 miles, the train mileage, 323,522 miles, and the car mileage, 2,051,034 miles.

The gross earnings per mile of railway amounted to $1,195.03; per engine mile, $71.73 cents; per train mile, 98·63 cents; and per car mile to 15·56 cents .

The working expenses per mile of railway amounted to $1,600.31, and per train mile to 132·07 cents.

The value of stores on hand on March 31, 1910, was $59,306.18, including fuel, $12,155.77.

The total rolling stock equipment of the railway on March 31, 1910, was as follows: Locomotives, 31; passenger cars, first-class, 23, second-class, 12; combined second-class and baggage, 7; postal and smoking, 4; combined postal and baggage, 4; baggage, 6; pay car, 1; vans, 4; box freight, 313; refrigerator, 3; stock, 21; coal, 22; platform, 147; total, 567. In addition, there were 10 snow ploughs and 9 flangers.

In the Charlottetown shops, which the mechanical superintendent states are modern and up to date; the machinery has all been installed. One first-class passenger car and ten platform cars were rebuilt, ten locomotives received heavy repairs, and considerable quantity of work was done; the rolling stock being maintained in a high state of efficiency.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages will be made by each employee to the fund, to which a like amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be $20 a month, and the maximum ⅔ of his said average monthly pay. The fund is administered by a board of five persons, three of whom are officers of the railway; the remaining two being elected annually by the contributing employees. By the amending Act of 1909, chap. 20, the government Railways Managing Board nominates one of its members as chairman of the Provident Board.

The third annual report of the Board, which is printed in the appendices hereto, shows that at the beginning of the fiscal year April 1, 1909, there was a balance to the credit of the fund of $225,898.31, and that during the past fiscal year the contributions of the railway employees amounted to $69,949.70; adding to this a like contribution from the government railways and the sum of $483.06 for refunds, &c., together with interest on monthly balances, $6,314.32, the total of the fund for the year aggregated, $372,595.09. The total expenditure during the year was $117,010.01, of which $103,628.20 was paid out in retiring allowances, leaving at the credit of the fund on March 31, 1910, the sum of $255,585.08. It should again be observed that the expenditure, in the early years of the operation of the scheme, would naturally be less than the receipts; but this condition cannot be expected to continue indefinitely. However, meantime, a considerable increase of the fund at credit, year by year, will serve as a source from which to meet the larger expenditures to be looked for in the future.

In the course of the year, 168 employees were retired and pensioned; and seventeen died.

During the three years that the system has been in operation the total contributions by employees amount to $227,963.85, and the total contributions by the railways to $227,963.85. The number of employees pensioned is 398, and forty-five have died, leaving 353 in enjoyment of their allowances at the close of the fiscal year 1910. The total paid for retiring allowances is $191,608.87.

SURVEYS FOR A RAILWAY TO HUDSON BAY.

These surveys have been conducted from Le Pas Mission, a point on the River Saskatchewan, up to which point there is at present in operation a railway, part of the Canadian Northern railway system.

In last year's report there was printed a progress report made by Mr. John Armstrong, the chief engineer of the survey, dated February 15, 1909. This report, which was based on partial surveys, dealt with the two feasible routes discovered, one at Fort Churchill, on the River Churchill, and the other to Port Nelson, on the River Nelson.

Under date September 8, 1909, Mr. Armstrong has submitted a general report on the preliminary surveys, which now include preliminary surveys of the harbours at the mouth of the Nelson and Churchill rivers. His report is furnished with maps showing the two routes, with profiles, and charts with the soundings taken at Port Nelson. His report was laid before parliament last session and will be found printed in the appendices hereto.

From this report, the following information is summarized:—

The distance from Le Pas to Fort Churchill would be approximately 477 miles; its cost with 60-pound rails, $10,586,520, or with 80-pound rails, $11,351,520; adding to which the sum of $7,757,152 for buildings, shops, grain elevators, &c., and for harbour works, $6,675,000, the total is set down at $19,108,672.

The distance from Le Pas to Port Nelson would be approximately 410 miles; its cost with 60-pound rails, $8,333,800, or with 80-pound rails, $8,981,800; adding to which, for buildings, shops, grain elevators, &c., the sum of $7,444,540, and for harbour works, $5,065,000, the total cost is set down at $16,426,340.

In both cases, the sum of $4,000,000 is given as representing the cost of two 4,000,000 bushel fireproof elevators to be erected at either terminal.

The grades obtained are, on the Churchill route, 4/10 of 1 per cent for the north bound and 9/10 for the south bound traffic. On the Nelson route the grade is 4/10 both ways.

On the Churchill route the estimate provides for steel bridge structures over the River Saskatchewan and the Deer river, timber to be used for all other waterways.

On the Nelson route the bridge over the River Saskatchewan and the two crossings of the Nelson river are proposed to be of steel and concrete; all others to be of wood.

For about the first 150 miles from Le Pas the route is common to both lines of survey, and, of this, the first 120 miles runs through a comparatively level country, giving easy grades and cheap construction. This character is maintained generally on the whole of the Nelson route, the greater portion of the grading being in clay loam, a certain percentage of sand gravel and swamps. The profile shows a practically straight line of descent to the bay, varied only by stretches of level grade.

The Churchill route is at a higher elevation, and passes through a granite country. It involves a number of rising and falling grades between the 250th mile and the bay, and requires much curvature to secure the grade adopted, at reasonable cost.

The question of harbour facilities at the two points is one that constitutes a very important factor in the determination of the route to be adopted, and although a large amount of information has been obtained, as is indicated by the charts with their marked soundings, and Mr. Armstrong's statements as to tides, currents, ice conditions, anchorage, sites for railway terminals, &c., it is considered that further details should be gathered.

By the close of the fiscal year, March 31, 1910, location plans and profiles of the proposed line for a distance of about seventy-five miles from Le Pas were prepared, and further location work was in progress.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII., chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1910, has been received, and will be laid before parliament in due course.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and in the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under four commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of fifty years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the chief engineer of the company and the chief engineer of the government, as the result of actual surveys to be made).

The several government expenditures to be made under these Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The headquarters of the Board are in the city of Ottawa.

The report of the Board for the fiscal period of twelve months ended March 31, 1910, has been prepared, and will be laid before parliament in due course.

The following summary shows the position at the close of the year, March 31, 1910.

The entire line from Moncton to Winnipeg is under contract, the distance being 1804·84 miles.

Of this distance, 1,106 miles are graded. The track is laid for a distance of 698·7 miles of main line, with 114·5 miles of sidings; total 813·2 miles. The work is comprised in twenty-one contracts, and the total percentage done is 60·1 per cent of the whole.

The work is divided into six districts. On the first westward from Moncton, *District 'A,' 256·51 miles;* 246 miles are graded, and the main track is laid for 155·91 miles. The expenditure for construction during the year was $4,996,543.26. 81·07 per cent of the work has been done.

District 'B,' 507·22 miles; 358·25 miles are graded, and the main track is laid for 216·4 miles. This district extends east and west of the Quebec bridge. The expenditure during the year on construction was $5,313,240.10, and on transport, $14,169.14. 64·87 per cent of the work has been done.

District 'C,' 192·91 miles; 13 miles have been graded. The expenditure during the year on construction was $360,264.18; on transport, $26,691.28, and on location, $6,948.04. 5·31 per cent of the work has been done.

District 'D,' 216·11 miles; 127·5 miles have been graded, and 57·9 miles of main track laid. The expenditure during the year on construction was $3,479,414.94, and on transport, $27,286.12. 36·89 per cent of the work has been done.

District 'E,' 255·19 miles; 41·5 miles have been graded. The expenditure on construction during the year was $857,325.09, and on transport, $10,249.70; 20·58 per cent of the work has been done.

District 'F,' 376·80 miles; brings the road into the city of Winnipeg, crossing the Red river at St. Boniface. It embraces the construction of the yards and locomotive and other shops at a point about six miles east of Winnipeg. The track connecting the Lake Superior branch with the Dundee branch of the Canadian Northern railway at St. Boniface, was laid in October, 1909, and 46·7 per cent of the work of constructing the station buildings, &c., over this distance is completed. The substructure of a double track bridge over the Red river at Winnipeg is under contract, and six of the piers have been completed. The foundations of all the terminal shop buildings are completed, and about 2,500 tons of the general steel work have been erected. The expenditure during the year on construction was $4,648,295.23, and on transport, $11,982.58; 82·21 per cent of the work has been done.

The expenditure for the fiscal year up to March 31, 1910, on the entire eastern division amounted to $19,968,126.86, of which $19,655,682.80 was on construction. The total expenditure up to that date was $71,918,843.88.

The yearly expenditures have been as follows:—

1904-5	$ 778,363 63
1905-6	1,831,263 50
1906-7 (nine months)	5,537,867 50
1907-8	18,910,449 41
1908-9	24,892,772 98
1909-10	19,968,126 86

As the result of disputes between the government engineers and those of the Grand Trunk Pacific Railway Company respecting classification of material on districts 'B' and 'F,' and as to returns for rock moved outside the regular section in rockcuts, (commonly known as 'overbreak'), these matters have been referred for settlement to a board of three arbitrators, as provided for in the company's agreement with the government. Owing to snow on the ground, it was not found possible to deal with the question of classification before the close of the fiscal year. A number of adjustments of 'overbreak' were, however, made, and where they involved deductions these have been made in the contractors' progress estimates. In some cases remeasurements will be necessary before they can be dealt with.

On the western division of the railway, in course of construction by the Grand Trunk Pacific Railway Company, the position at the close of the fiscal year, March 31, 1910, is shown by the report made by the government chief engineer of that division, Mr. Collingwood Schreiber, C.M.G., to be as follows:—

The total length of this division is about 1,751 miles, divided into two sections, viz.: the 'Prairie Section' which extends from the west bank of the Assiniboine river, in the city of Winnipeg, to the east bank of Wolf creek, a distance of 915 miles, and the 'Mountain Section' extending from the east bank of Wolf creek to the western end of the city of Prince Rupert, the Pacific coast terminus, a distance of about 836 miles.

'PRAIRIE SECTION.'

The entire section is graded, and the structures are built. The main line track is laid, and sidings have been constructed at 138 stations, aggregating 140½ miles in length. 474 miles of main line are fully ballasted; 350 miles have a first lift of ballast of about five inches in depth, and there remain thirty-five miles of skeleton track between Entwistle and Wolf creek.

Seven hundred and thirty-two miles of double fence have been erected.

A telegraph line has been built over the entire 'Prairie Section' of 915 miles, of which 793 miles is a four wire line, and 122 miles a two wire line.

Eleven interlocking plants have been established at rail level crossing of other railways.

Water services have been introduced at forty-nine stations.

Six round houses have been built, viz.:—At Rivers, 18 stalls; Melville, 12 stalls; Watrous, 12 stalls; Biggar, 12 stalls; Wainwright, 12 stalls; Edmonton, 18 stalls; and two small engine houses have also been erected—one of two stalls at Portage la Prairie and one of two stalls at South Saskatoon.

Machine shops have been erected at Rivers, Melville, and Edmonton, three divisional stations.

Five divisional station houses; 26 way station houses; 54 section houses; 66 tool houses; 79 bunk houses; 5 coaling plants; 80 permanent and 22 temporary loading platforms; and 18 stock yards; 115 grain elevators have been erected at stations.

The portion of the road between Winnipeg and Edmonton—795 miles—has been regularly operated for public traffic since September 13, 1909, under authority of the Board of the Railway Commissioners. On the 120 miles west of Edmonton, though there is no regular operation, there has been attached to the construction trains since

February 1, 1910, a combination passenger and freight car, for the convenience of those concerned.

'MOUNTAIN SECTION.'

Location plans and profiles have been approved by the government and Board of Railway Commissioners from Wolf creek westward for a distance of 289 miles, and from Prince Rupert easterly for 409 miles, leaving a gap of 138 miles.

Of the 289 miles from Wolf creek westerly, only 179 miles have, as yet, been put under contract.

As the contracts were only awarded late last autumn, very little work has been done beyond the first mile west of Wolf creek. The work on this mile is very heavy, there being two large steel bridges to be erected, and a cutting of over 130,000 cubic yards to be taken out. The first structure will be 622 feet in length and 130 feet high, crossing Wolf creek The second structure is to span the MacLeod river; it will be 1,052 feet long, and 125 feet high. The concrete piers, pedestals and abutments of these two bridges are completed in readiness to receive the superstructure.

The erection of the superstructures of these two bridges will be carried on simultaneously, so as to have them completed at the earliest possible date, in order that the tracklaying may be proceeded with during the ensuing summer season.

During the winter season, over 3,600 car loads of plant and supplies reached Wolf creek and were at once forwarded and distributed by teams along the line of work.

Of the 409 miles from Prince Rupert easterly, 240 miles are under contract.

Of the first 100 miles out of Prince Rupert easterly the grading and culvert structures are far advanced towards completion.

About seven miles of track have been laid easterly from Prince Rupert, and sufficient rails and fastenings have been delivered to cover 200 miles, together with enough ties for 100 miles.

A wharf has been built at Prince Rupert; also a warehouse.

On the 140 miles east of the first 100 miles, very little work has been done pending the opening of navigation on the Skeena river.

QUEBEC BRIDGE RECONSTRUCTION.

By the Act of 1908, chapter 59, the Governor in Council was authorized to take over the whole undertaking, assets, property and franchises of the Quebec Bridge and Railway Company. By an order in council of August 17, 1908, such authority was given, and the property was assumed on December 1, 1908. The transfer was made by a deed of assignment and transfer, dated October 18, 1909.

The chairman of the special Board of Engineers, constituted by Order in Council of August 17, 1908, for the work of reconstruction, has reported on the progress made during the fiscal year, ended March 31, 1910; his report will be found printed in the appendices hereto.

Results of the borings made to determine the nature of the material in the vicinity of the present piers, and the location of bed rock have established the feasibility of sinking a new pier down to bedrock outside of the present pier on the north side of the river, and that on the south side the foundations of the present pier are sufficient to support the enlarged work.

Tho contract for the construction of the piers and abutments of the new bridge was awarded in December, 1909, and preparatory work on the north side has been steadily carried on since.

In the same month, the contract for the removal of the debris was awarded, and by the close of the year about 21 per cent of the total work was executed.

Contracts have been made for the important work of carrying out compression and tension tests, and the question of the use of nickel steel rivets for joints instead of carbon steel was also submitted to careful test, but without developing any material advantage to be gained by the use of nickel steel.

By the close of the year the plans and specifications of the Board for a bridge on a cantilever design had made such progress as to ensure their being in readiness for the early calling for tenders. Intending tenderers, however, have been notified that, in addition, they will be allowed to submit plans prepared by themselves.

The expenditure during the year, for the preparation of plans, salaries, &c., amounted to $111,788.02, adding to which the sum of $355,279.07, the amount paid for acquiring the stock of the Quebec Bridge and Railway Company, and the further sum of $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure, the total expenditure since the date of the collapse is $498,832.53.

There is, however, a credit of $100,000, the amount paid to the government by the Phœnix Bridge Company, the original contractors for the superstructure, under an agreement, dated March 12, 1910, made with them, under authority of an order in council of February 22, 1910, in settlement of the claims of the government for damages and the counter claims of the company in this connection; the company releases to the government all its interest in the steel and manufactured materials used or intended to be used then at the bridge site and storage yards there and at Quebec, and the government releases to the company all its interest in the steel and manufactured materials then at the company's works at Phœnixville, Pa., U.S.A., together with the government lien on the company's working plant, equipment, &c., then at the site of the bridge and said storage yards.

By this agreement and settlement the company surrenders all rights it previously possessed under contract for the construction of the bridge.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The accountant's statement shows all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1910, was $3,259,097.18, comprising, for works of construction, $1,650,706.64, charged to capital; $489,256.68 for maintenance, charged to income; $604,899.26 for staff and $514,234.60 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1909, was $148,795.35. The rentals accrued during the year amounted to $176,126.70, making a total of $324,922.05. Of this amount, there was collected during the year a total of $168,893.63. The balance remaining due on March 31, 1910, after deducting abatements, was $148,266.82. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total net revenue collected amounted to $194,685.84, the balance being made up of wharfage dues, fines, &c. Of this amount, refunds were made to the extent of $1,301.56, leaving the net revenue $193,384.28.

No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1909-10, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1909 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1909 amounted to 33,720,748 tons, an increase of 16,217,928 tons compared with the previous year. 272,222 passengers were carried, a decrease of 8,608.

The following features of the principal canal traffic during the season of 1909, will be of interest:—

On the Welland canal, 2,025,951 tons of freight were moved, an increase of 322,498 tons. Of the total, 921,866 tons were agricultural products and 186,614 tons produce of the forest; of coal, 377,681 tons were carried; 1,976,040 tons were through freight, of which 1,325,023 tons passed eastward.

Of the through freight, Canadian vessels carried 1,247,694 tons, an increase of 326,373 tons, and United States vessels 728,346 tons, a decrease of 45,762.

The total through freight passed eastward and westward through this canal to United States ports was 445,419 tons, a decrease of 3,235 tons compared with the year 1908.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal, was 652,742 tons, a decrease of 103,399 tons as compared with the previous year; no transhipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 2,410,629 tons of freight were moved, an increase of 123,652 tons, of which 1,564,584 tons were eastbound freight, and 846,045 tons westbound freight; 773,730 tons were agricultural products; 639,767 tons coal; and 509,157 tons forest products.

On the Ottawa river canals, the total quantity of freight moved was 336,939 tons, an increase of 78,412 tons, of which 232.025 tons were produce of the forest.

On the Chambly canal, 752,117 tons were moved, an increase of 248,841 tons, of which 599,330 tons were produce of the forest and 98,533 tons of coal.

On the Rideau canal, 91,774 tons were carried, an increase of 2,134 tons; 26,727 tons being produce of the forest, and 15,633 tons of coal.

On the St. Peter's canal, 79,850 tons were carried, an increase of 7,835 tons; 41,301 tons were coal.

On the Murray canal, 102,291 tons passed, an increase of 76,390 tons.

On the Trent canal, 59,952 tons were moved, of which 55,086 tons were product of the forest.

On the Sault Ste. Marie canal the total movement of freight was 27,861,245 tons, being an increase of 15,102,029 tons, carried in 6,331 passages of vessels, the number of lockages being 5,046. Of wheat, 74,401,000 bushels and of other grain, 29,503,240 bushels were carried; 2,522,700 barrels of flour; 21,156,915 tons of iron ore; 2,797,699 tons of coal; and 34,309,300 feet, board measure, of lumber.*

By means of the enlarged Canadian canal system and the intermediate waterways, a minimum depth of fourteen feet of water from Lake Superior to the head of the ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purpose of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.†

The foot note below relating to the Erie canal will be found of interest.**

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* The following summary of the total traffic of the American and Canadian canals at Sault Ste. Marie for the season of 1909 is taken from the statistical report prepared under the direction of Lieut.-Col. C. McD. Townsend, Corps of Engineers, U.S. Army:—

Total freight carried, tons, 57,895,149; total tons, net register, 46,751,717; total mile-tons, 46,812,929,345; total valuation placed on freight carried, $626,104,173; total amount paid for freight transportation, $36,291,948; total number of registered vessels using the canals, 870; total number of passages by unregistered crafts carrying freight, 242; total valuation placed on registered vessels, $126,899,000; total number of passengers transported, 59,948; average distance freight was carried, 809 miles; average cost per ton for freight transportation 63 cents; average cost per mile per ton, 0·78 mills; average value per ton of freight carried, $10.81.

The total freight traffic of 57,895,149 net tons for the season of 1909, when compared with the season of 1908, shows an increase of 40 per cent, or 16,504,592 tons, and the net registered tonnage of 46,751,717 tons shows an increase of 50 per cent ,or 15,659,987 tons.

The traffic through the American canal was 52 per cent of the total freight, 62 per cent of the net registered tonnage, and 46 per cent of the total number of passengers carried, the amounts being 30.132,374 tons of freight, 28,939,463 tons register, and 27,736 passengers. Compared with the season of 1908 there was an increase of 1,475,077 tons of freight, or 5 per cent; 7,451,964 tons register, or 35 per cent; and 4,657 passengers, or 20 per cent.

The traffic through the Canadian canal was 48 per cent of the total freight, 38 per cent of the total registered tonnage, and 54 per cent of the passengers carried, the amounts being 27,762,775 tons of freight, 17,812,254 tons register, and 32,212 passengers. Compared with the season of 1908, there was an increase of 15,029,515 tons of freight, or 118 per cent; 8,208,023 tons register, or 85 per cent; and 2,004 passengers, or 7 per cent.

It has to be observed that the traffic figures do not, in all cases, agree with those of the Canadian canal returns, a fact which is probably due to certain differences existing between the standards and classifications of the two countries.

† In exceptional cases this length can, with certain manœuvering, be somewhat increased. being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.

** The Erie canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement to the above dimensions in 1862. The total cost of construction was $51,609,200.

There is now under construction an enlarged canal, authority for which was given in 1903. The locks were to be 328 feet long by 28 feet wide in the clear, with 11 feet of water on the mitre sills. The estimated cost was $100,562,993. It was intended to accommodate barges of 1,000 tons burden. In 1905 the width of the locks was increased to 45 feet, and construction is proceeding on this basis. When completed, it will permit the passage of lake boats carrying 2,600 tons.

The through route between Montreal and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 73 miles of canal, with 48 locks, and 1,167 miles of river and lake water, or a total of 1,230 miles. From Montreal to Duluth, at the southwest of Lake Superior, the total distance is 1,354 miles, and to Chicago, 1,286 miles. A summary of this route will be found in Part VIII., with details of the several works. At Port Arthur and at Fort William (about six miles apart), the Canadian Pacific railway gives communication westward and eastward, and the Canadian Northern railway westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific railway to give communication with the Transcontinental railway, and over that road to Winnipeg.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity. The Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine canals are electrically operated. The Farran's Point canal is lighted with acetylene gas.

On the Lachine canal, the principal features of work have been the facing with concrete of the slope walls in the reach above the Côte St. Paul locks, and the widening of the canal at this point, and the provision of wharf accommodation at St. Henri and Côte St. Paul, of which a large proportion was completed during the year.

On the Soulanges canal similar work of concrete protection has been carried on.

The action of the waters of Lake St. Francis on the clay dykes at Ste. Barbe and Hungry bay is being met by the construction of boulder protection, which is now completed at Hungry bay, at which point the macadamizing of the roadway on the top of the dyke has been completed for a considerable distance.

The high water in the River Ottawa prevented the completion of the repairs to the Carillon dam during the year, but all preparations had been made for resumption of work in the following season.

On the Chambly canal, the electric power house was completed, but the electric machinery has not yet been installed.

The improvements in the harbour of St. Johns, placed under contract in 1908, comprise the removal of an old wharf, an extension of the present canal wharf up to the railway bridge, the building of a new wharf, and a breakwater, &c. They were completed during the year so far as regards the works above the bridge.

On the Trent canal, the extent completed remains the same as in the previous year, namely, 160 miles, extending from Lake Simcoe to Healeys Falls, a point sixteen miles below the village of Hastings; the canal was operated for this distance. The water was satisfactorily maintained at a uniform height throughout the year.

A considerable amount of work in the way of repair and improvement was executed, notably in the dredging of portions of the River Otonabee, the raising of private wharfs in Stony lake to meet the raise in water level necessitated by the requirements of navigation, various improvements at Fenelon Falls, and in the repair of the several dams controlling the various reservoir systems acquired from the Ontario government. In two important cases, new concrete dams were built.

The construction of the Ontario-Rice Lake division of the canal is dealt with in an interesting and comprehensive report of the superintending engineer, which will be found in the appendices hereto.

The division is 56½ miles in length, extending from Trenton, on Lake Ontario, to Rice lake, of which five out of the seven sections into which it has been divided are under contract. It follows the River Trent, and will comprise nine and a half miles of canal, thirteen miles of subaqueous channel, and thirty-four miles of deep river; the total rise between low water level on Lake Ontario and normal navigation level at Rice lake is 369 feet, to be overcome by eighteen locks. The river level will be controlled by fourteen concrete dams; sixteen bridges will be required, six of which are for the accommodation of railways; they will all be swing or bascule spans except one. The locks will be of concrete, with 8 feet 4 inches of water on the sills; they will be 175 feet long between the hollow quoins, and 33 feet in width, accommodating barges of 1,000 tons, about 150 feet long and of 30 feet beam, drawing 8 feet of water. The work involved will require the removal of about 1,500.000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate cost is set down at $6.750.000; of this, up to March 31, 1910, there had been expended the sum of $1.285,092. Five of the locks and six of the dams have been built. Details of the work done will be found in the above mentioned report of the superintending engineer.

In addition to the work on this division, a contract for the construction of a new concrete dam at Burleigh Falls has been entered into to replace the present dilapidated wooden structure. This is part of a scheme to raise the level of Lovesick lake to the level of Deer bay, a difference of about four feet, dispensing with the present lift lock at Lovesick, and the flight lock at Burleigh Falls, and replacing them by a single lock at the latter place.

On the Lindsay section, the new lock and dam at Lindsay, placed under contract in January, 1909, are finished, and the dam sluices have been of service in dealing with the spring freshets, which have caused trouble in the past in the Scugog river above Lindsay.

On the Rosedale section, a contract was entered into in February, 1908, for the work of building a new canal between Lakes Cameron and Balsam, 1·8 mile in length, together with a new lock and dam to take the place of the old wooden structures; thus shortening by 1·2 mile, the distance between the two lakes. The lock is completed and the excavation for the canal.

The Holland River division extends from Cook's bay, Lake Simcoe, to Holland Landing, 8½ miles, all on the Lake Simcoe level, and from Holland Landing to Newmarket, 4⅓ miles, on which distance there is a rise of 43 feet, to overcome which three locks will be required, together with three dams; the work on this section (No. 2) was placed under contract in February, 1908, and about 37 per cent has been executed up to March 31, 1910.

Hydrographic surveys of the various lakes embraced in the Trent navigation have been carried on, with the object of making a complete set of charts of these waters.

No action has, so far, been taken with regard to the adoption of a route for the northern section of the canal, from Lake Simcoe to Georgian Bay, beyond the making of surveys of alternative routes.

On the Galops canal, the work of removing certain shoals in the River St. Lawrence west of the upper entrance to the canal was completed, the result being to afford a clear channel, 17 feet deep, between the upper entrance and the lower end of what is known as the 'north channel.' All the enlargement works undertaken in connection with the Ontario-St. Lawrence canals district have now been completed.

At the same time, it should be noted that the intermediate river stretches present some serious difficulties, vessels being compelled to cross the river from side to side in order to follow the devious marked channel; a drawback to navigation which could be remedied by straightening the channel at certain points, removing shoals and improving the entrances to the Farran Point and Rapide Plat canals.

On the Cornwall canal, preliminary steps were taken for the improvement of the upper entrance of the canal, where the approach to the lock is extremely difficult, and plans and specifications have been prepared for an approach wall and certain dredging, &c.

The permanent work of repair of the serious break in the south canal bank, which occurred in June, 1908, has been completed, under contract, during the year, and by carrying it on, day and night, the canal was opened for navigation on May 3, 1909. The whole of the works were completed in the following October. It may be observed that, notwithstanding the grave nature of the break, which carried away about 200 feet of the bank, the actual delay to navigation was only seventeen days, a temporary dam and diversion having been made to obtain this result. In view of evidence of weakness in the bank immediately west of the washout, it was decided to extend the new concrete wall for a further distance, and the work has been placed under contract.

On the Rideau canal, the freshets of 1909, the highest on record, caused a very serious washout at Black Rapids, the water cutting into the sand bank of the river at the end of the new dam, making a breach of about 200 feet in length. The work of repair, exceptionally difficult under the circumstances, entailed a delay of six weeks in opening the canal to navigation. A considerable amount of work of repair and improvement at various points on this extensive water course was carried out during the year.

On the Welland canal, the clearing up of the harbour at Port Colborne is in progress, and a channel to the elevator 22 feet deep when there is a depth of 14 feet on the lock sills, is now available. A spur line of railway has been built from the Grand Trunk railway to the elevator. In connection with the surveys that have been conducted in order to obtain information in the event of decision to build a new Welland canal, borings have been made to determine the nature of the ground at various points.

On the Sault Ste. Marie canal, the work of improving the channel at the upper entrance of the canal by deepening it to 21 feet 5 inches at low water stage and providing a width of 500 feet, was completed; the middle section, through the Vidal Shoals, about two miles above the lock, being finished during the year. The channelway on the north side of the canal above the north pier is under contract.*

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* It may be noted that a new lock is now in course of construction by the United States government, which is to be 1,350 feet long by 80 feet wide, and to have a depth of 25 feet on the sills at low water stage.

On June 9, 1909, an accident of a most serious character occurred, the details of which are fully given in the report of the superintending engineer herewith. A steamer was in the lock, and another just entering the upper end when a third steamer entered the lower approach, and its engines failing to reverse at the proper time, the vessel was carried against one of the lower lock gates, forcing it back. The resultant rush of water was most disastrous, both to the vessels and the lock works, all four of the gates being broken, and other damage done. The immense movable dam above the lock was brought into action and proved of service, though some points of weakness developed in it. Navigation was not resumed until the 21st.

On two occasions during the season, the Poe lock, on the American side of the river, was out of commission for periods of three and eight days, respectively. As indicating the extent of traffic at this point, and the importance of having sufficient accommodation to deal with it in the event of accident, it may be observed that on the first of these occasions, the Canadian canal was worked continuously for 101 hours, passing 184 vessels of an aggregate of 553,287 tons register, and on the second for 264 continuous hours, passing 460 vessels of a total of 1,372,145 tons register. There were 112 vessels at one time waiting for passage; a formidable blockade which entailed a loss in their earnings estimated at $250,000.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1909, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1909 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, Sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister, and Chairman of the
Government Railways Managing Board.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND ON CANALS

(INCLUDING SUBSIDIZED RAILWAYS)

AND RECEIPTS

FOR THE FISCAL YEAR 1909-10

ALSO FOR PREVIOUS YEARS

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ended March 31, 1910.

CANALS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.	
			Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Beauharnois		24,319 49		
Carillon. . : } Grenville.. }		10.410 09	23,512 72	11,925 28
Chambly	30,479 41	8,207 00	29,198 76	22,825 53
Cornwall	89 54	35,549 06	76,519 49	51,330 83
Galops	2,057 86	13,694 97		
Lachine	215.611 98	70,000 20	77,701 55	75.247 71
Murray			4,378 74	2,674 57
Rideau		9,225 73	48,324 13	95,188 97
Sault Ste. Marie	46,809 13	147,147 52	18,976 64	20,300 77
Soulanges	153,022 23	2,299 93	32,851 69	46,287 16
Ste. Anne's Lock		2,339 76	2,267 60	2,446 28
St. Ours "		1,925 08	4,137 64	1,752 66
St. Lawrence River { Removal of shoals	28,815 36			
St. Lawrence River { District Office	5,573 96			
St. Peters			3,449 43	238 14
Trent	1,000,000 00	59,483 51	36,800 42	54,206 13
Welland	168,247 17	75,233 28	136,783 47	77,723 23
Williamsburg			20,682 88	29,645 76
Totals	1,650,706 64	459,835 62	515,585 16	491,793 02
GENERAL ON CANALS.				
Dredge Vessels—Lachine				7,668 29
" " Rideau				14,219 64
Miscellaneous			1,582 40	553 65
Salaries and Contingencies Statistical Officers, &c			37,502 73	
Sunday labour			30,109 89	
Surveys and Inspections		2,012 52		
Quebec Canals { Maintenance			20,119 08	
Quebec Canals { Remarking boundaries, &c.		4,596 96		
Quebec Canals { Dredging		17,999 29		
Miscellaneous works not provided for		4,812 29		
		29,421 06	89,314 10	22,441 58
Total on Canals	1,650,706 64	489,256 68	604,899 26	514,234 60

Grand total, canals, $3,259,097.18.

STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

RAILWAYS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Working Expenses.	
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Intercolonial	1,278,409 45		8,645,070 33	
National Transcontinental	19,968,126 86			
Prince Edward Island	206,396 97		427,283 73	
Windsor Branch			23,549 90	
Total	21,452,933 28		9,095,903 96	
GENERAL ON RAILWAYS.				
Contribution to McGill University		2,500 00		
Railway Subsidies		2,048,097 05		
Governor General's Car		1,966 62		
Railway Commission maintenance, &c		112,465 04		
" " Statutory		46,500 00		
Subscription to Railway Congress, Brussels		97 33		
Surveys and Inspections		17,085 87		
Government Director Grand Trunk Pac. Ry.		2,000 00		
Inspections Grand Trunk Pac. Ry.		17,644 66		
Hudson Bay Railway Surveys	53,042 63			
Quebec bridge—				
Preparing plans, &c		111,788 02		
Railway Grade Crossing Fund		70 00		
		2,360,214 59		
Less amount received from the Phœnix Bridge Company		100,000 00		
Total	53,042, 63	2,260,214 59		
Total on railways	21,505,975 91	2,260,214 59	9,095,903 96	
Grand total Railways, $32,862,094.46				
MISCELLANEOUS.				
Cost of litigation		4,706 79		
Grand totals railways and canals, including miscellaneous	23,156,682 55	2,754,178 06	9,700,803 22	514,234 60

Total amount of expenditure, $36,125,898 43.

NOTE.—Up to and including the year 1906, the fiscal year ended June 30, after which it ends March 31.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff, up to March 31, 1910.

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	156,523 32			
" since "	1868	21,519 72			
" " "	1869	70,719 80			
" " "	1870		46,193 57		
" " "	1871			225 36	555 78
" " "	1872			280 00	6,122 07
" " "	1873			343 32	6,539 58
" " "	1874			725 93	1,558 57
" " "	1875	20 97		560 00	889 35
" " "	1876	11,125 00		641 55	
" " "	1877	63,330 18		600 00	17 45
" " "	1878	26,511 51		600 00	
" " "	1879	107,337 75		631 50	
" " "	1880	80,120 54		400 00	
" " "	1881	69,434 76		959 58	
" " "	1882	484 00		1,920 54	200 63
" " "	1883			2,089 19	232 42
" " "	1884	2,471 40		2,601 47	367 85
" " "	1885	16,820 15		1,929 11	183 11
" " "	1886	2,316 85		2,360 67	297 81
" " "	1887	1,087 75	750 00	2,777 13	343 23
" " "	1888			3,217 77	1,588 40
" " "	1889		500 00	3,085 29	353 38
" " "	1890			3,110 15	255 34
" " "	1891	972 65	510 53	3,255 30	312 02
" " "	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " "	1893	811 59	9,987 78	2,938 15	1,856 30
" " "	1894	437 05	3,852 21	2,935 94	1,986 70
" " "	1895	868 44	26,222 46	2,499 81	353 55
" " "	1896	1,455 21	16,743 64	2,182 04	260 90
" " "	1897			2,728 38	1 20
" " "	1898		111 70	2,785 25	453 85
" " "	1899			2,819 86	456 61
" " "	1900			2,833 24	1,483 30
" " "	1901		2,311 26	2,730 44	841 63
" " "	1902		10,014 43	2,939 81	274 44
" " "	1903			2,836 49	764 11
" " "	1904			3,126 94	122 45
" " "	1905		3,000 10	2.969 90	1,095 90
" " "	1906			3,239 19	253 65
" " "	1907			2,468 78	246 87
" " "	1908			3.371 13	942 64
" " "	1909			3,282 22	532 78
" " "	1910			3,449 43	238 14
		648,755 64			
LESS—Refunds in 1897-8	....	208 50			
Total	....	*648,547 14	151,134 50	87,458 56	33,443 25

* Expenditure as above	$ 648.547 14
Less expenditure prior to Confederation	156,523 32
Agreeing with Public Accounts, 1910, page 4	$ 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BAIE VERTE CANAL.

—	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
" " "	1883		
" " "	1884		
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" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
Total			44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government.	....	40,000 00		....	....	....
Government expenditure prior to Confederation	....	2,547,532 85		....	....	....
Government expenditure since Confederation	1868	....		1,852 70	13,742 05	10,431 51
" "	1869	2,000 00		....	14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1848	....	....	2,589,532 85			
Expenditure by Dominion Government	1870	....		....	15,834 49	13,302 39
" "	1871	....		12,231 40	17,478 52	15,093 25
" "	1872	36,708 15		....	16,076 93	12,334 69
" "	1873	7,824 28		35,158 21	23,601 03	34,300 60
" "	1874	158,618 35		....	25,811 07	22,828 66
" "	1875	197,420 52		....	28,592 01	30,057 34
" "	1876	327,769 39		....	33,797 73	29,103 65
" "	1877	1,439,375 73		....	33,148 86	19,824 33
" "	1878	1,484,619 63		....	39,062 97	13,646 41
" "	1879	958,053 30		....	42,338 84	12,400 78
" "	1880	369,566 74		....	38,950 90	10,223 62
" "	1881	292,165 51		....	39,027 99	19,888 33
" "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" "	1884	188,266 18		....	48,624 51	19,683 24
" "	1885	111,215 23		....	49,004 85	20,199 78
" "	1886	210,509 42		....	50,969 10	19,199 18
" "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" "	1889	76,032 96		972 71	54,110 67	22,957 71
" "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" "	1891	217 53		16,155 75	50,721 69	36,292 98
" "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" "	1898	216,717 44		819 62	57,282 50	33,391 92
" "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" "	1908	203,307 25		92,362 48	74,222 78	70,427 37
" "	1909	359,041 77		143,526 35	72,049 32	82,081 39
" "	1910	215,611 98		70,000 20	77,701 55	75,247 71
Cost of enlargement	....	....	9,786,178 93			
Total	....	....	12,375,711 78	1,238,590 15	2,101,636 23	1,412,676 79

Total expenditure on capital account as above		$12,375,711 78
Less charged to St. Lawrence River and Canals, see page 11.	$2,950,104 15	
Less expenditure by Imperial Government	40,000 00	
		2,990,104 15
Agreeing with Public Accounts balance sheet, 1910, page 4		$ 9,385,607 63

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	1,611,424 11	....	....	....
" prior " ..	1868	....	63,193 75	9,349 99	6,216 98
" " " ..	1869	....	55 00	9,626 99	6,498 57
" " " ..	1870	....	27 50	10,117 57	6,384 81
" " " ..	1871	....	....	12,316 53	5,722 36
" " " ..	1872	....	27 50	11,792 46	15,733 38
" " " ..	1873	....	5,122 50	12,210 73	9,882 06
" " " ..	1874	....	26 00	15,392 51	10,990 56
" " " ..	1875	....	36 00	14,399 32	12,253 01
" " " ..	1876	....	....	14,465 86	17,170 83
" " " ..	1877	....	....	14,377 63	15,207 36
" " " ..	1878	....	....	14,383 37	9,861 05
" " " ..	1879	....	....	15,015 86	10,370 71
" " " ..	1880	266 15	....	15,362 61	8,997 34
" " " ..	1881	....	....	17,659 93	10,770 67
" " " ..	1882	....	....	18,804 53	20,813 86
" " " ..	1883	....	6,727 44	18,287 77	15,826 71
" " " ..	1884	....	3,277 98	19,107 38	16,232 61
" " " ..	1885	....	7,999 79	18,960 40	14,637 70
" " " ..	1886	....	8,491 80	19,228 90	14,356 00
" " " ..	1887	....	3,633 57	18,867 45	14,999 88
" " " ..	1888	....	14,411 97	19,325 05	14,285 98
" " " ..	1889	....	10,993 52	20,019 11	14,982 54
" " " ..	1890	....	....	19,847 42	14,999 20
" " " ..	1891	....	17,085 68	18,886 86	12,537 39
" " " ..	1892	....	1,696 23	20,050 01	14,999 80
" " " ..	1893	....	....	20,348 34	14,107 11
" " " ..	1894	....	6,547 72	20,574 53	13,903 46
" " " ..	1895	....	27,982 93	20,428 59	12,299 49
" " " ..	1896	....	....	20,725 47	15,050 85
" " " ..	1897	....	9,813 15	21,012 64	14,862 98
" " " ..	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " ..	1899	....	1,000 00	20,613 22	13,463 01
" " " ..	1900	....	4,959 22	20,147 59	14,505 30
" " " ..	1901	....	483 40	20,118 42	14,199 12
" " " ..	1902	....	....	16,682 52	6,532 33
" " " ..	1903	....	....	8,218 14	10,063 38
" " " ..	1904	....	....	9,236 27	11,936 37
" " " ..	1905	....	14,949 83	9,086 68	10,499 99
" " " .	1906	....	2,531 24	9,291 91	18,640 71
" " " ..	1907	....	598 64	7,552 02	11,711 09
" " " ..	1908	....	2,260 81	7,032 31	13,019 76
" " " ..	1909	....	21,758 84	....	....
" " " ..	1910	....	24,319 49	....	....
Total	.	*1,636,690 26	265,810 84	649,574 89	525,691 23†

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* See page 11 for total cost of St. Lawrence River and Canals.

† This canal being under lease since 1908, no expenditure has been incurred for maintenance nor operation.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

——	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	....	....	....	18,442 85	98,378 46
Government expenditure since Confederation	1868	....	....	....	....	....
" "	1869	....	....	....	....	....
" "	1870	....	....	....	....	....
" "	1871	....	....	....	....	....
" "	1872	....	....	....	....	....
" "	1873	....	....	....	33,241 69	....
" "	1874	....	....	....	26,541 30	....
" "	1875	....	....	....	20,611 36	....
" "	1876	....	....	....	50,215 47	....
" "	1877	....	....	....	47,377 31	....
" "	1878	....	....	....	5,570 46	....
" "	1879	....	....	....	9,265 77	....
" "	1880	....	....	....	9,214 56	....
" "	1881	....	....	....	6,927 96	....
" "	1882	....	6,933 45	22,000 00	28,933 45	....
" "	1883	....	3,574 31	41,300 00	44,874 31	....
" "	1884	....	15,546 03	74,300 00	89,846 03	....
" "	1885	....	13,710 17	101,400 00	115,110 17	....
" "	1886	....	16,251 73	99,800 00	116,051 73	....
" "	1887	....	20,037 31	54,400 00	74,437 31	....
" "	1888	....	16,082 85	40,400 00	56,482 85	....
" "	1889	....	1,293 92	17,200 00	18,493 92	....
" "	1890	....	18,279 91	5,700 00	23,979 91	....
" "	1891	....	35,137 25	....	35,137 25	....
" "	1892	....	59,779 31	....	59,779 31	....
" "	1893	....	52,643 39	....	52,643 39	....
" "	1894	....	13,721 66	....	13,721 66	....
" "	1895	....	1,223 72	181,552 03	182,775 75	....
" "	1896	....	7,457 05	....	7,457 05	....
" "	1897	....	12,347 31	....	12,347 31	....
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	....
" "	1899	461,979 50	9,366 47	42,430 00	513,775 97	....
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	....
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	....
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	....
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	....
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	....
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	....
" "	1906	83,028 98	....	26,506 26	109,535 24	....
" "	1907	61,528 34	....	13,350 00	74,878 34	....
" "	1908	40,500 00	....	12,976 77	53,476 77	....
" "	1909	42,770 45	....	25,378 21	68,148 66	....
" "	1910	34,389 32	....	2,057 86	36,447 18	13,694 97
Total	....	1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	112,073 43

* In this total is included an expenditure on capital account of $227,403.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

St. Lawrence River and Canals, as above			$ 3,469,913 41
Beauharnois Canal, *see* page		10	1,636,690 26
Cornwall Canal	"	14	7,234,767 14
Williamsburg Canal	"	16 17	10,485,611 69
Lake St. Louis	"	12	298,176 11
Soulanges Canal	"	29	7,126,135 61
Lachine Canal, from prior to Confederation to June 30, 1875, *see* page 9			2,950,104 15
Lake St. Francis, *see* page 13			75,906 71
Agreeing with Public Accounts balance sheet, 1910, page 4			$ 33,277,305 08

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

—	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" " since "	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
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" " " "	1890		
" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895	4,753 14	
" " " "	1896	49,909 31	
" " " "	1897	73,300 41	
" " " "	1898	64,495 83	
" " " "	1899	57,607 79	
" " " "	1900	11,765 70	
" " " "	1901	12,918 31	
" " " "	1902	6,000 00	
" " " "	1903	9,508 72	
" " " "	1904	7,916 90	
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
Total		*298,176 11	

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* Included in total cost of St. Lawrence River and Canals, *see* page 11.

† Transferred to Department of Marine and Fisheries in 1905

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

——	Year ending.	Capital.	Renewals Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
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" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895		
" " " "	1896		
" " " "	1897		
" " " "	1898	3,420 00	
" " " "	1899	23,110 00	
" " " "	1900	15,431 46	12,288 39
" " " "	1901	15,000 00	8,060 30
" " " "	1902	13,945 25	
" " " "	1903	5,000 00	
" " " "	1904		2,199 52
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
Total		*75,906 71	22,548 21

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* Included in total cost of St. Lawrence River and Canals, *see* page 11.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	......	1,933,152 69		....	....	....
Government expenditure since Confederation	1868	....		2,786 00	11,244 47	3,774 18
" "	1869	10,692 04		....	10,347 91	3,859 14
" "	1870	....		17,780 05	10,368 16	7,145 42
" "	1871	....		7 50	11,848 39	8,891 61
" "	1872	....		10,000 21	10,594 30	8,163 70
" "	1873	....		1,011 75	13,042 25	12,467 65
" "	1874	....		....	13,405 20	7,610 70
" "	1875	1,780 00		....	13,351 91	7,097 34
Cost of original construction	......	....	1,945,624 73			
Expenditure by Dominion Government	1876	....		....	13,320 61	6,423 67
" "	1877	49,211 37		....	13,375 70	6,440 54
" "	1878	145,015 45		....	13,825 50	4,935 21
" "	1879	143,092 05		....	13,817 96	4,983 15
" "	1880	109,454 95		....	14,440 33	9,735 76
" "	1881	53,948 14		....	15,173 60	5,524 10
" "	1882	44,587 61		....	15,052 20	6,634 62
" "	1883	21,728 93		....	18,283 67	8,361 71
" "	1884	22,018 13		....	18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43		....	17,520 54	12,100 29
" "	1888	67,945 74		....	16,938 54	13,942 64
" "	1889	163,993 85		....	17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13		....	15,173 01	9,668 14
" "	1894	404,990 22		....	15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51		....	15,540 43	16,438 32
" "	1898	133,208 96		....	15,011 50	15,431 02
" "	1899	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47		....	17,104 13	13,166 89
" "	1902	90,535 18		....	17,896 58	15,045 95
" "	1903	77,833 81		....	70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,703 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
Cost of enlargement	...	....	5,289,142 41			
Total	......	....	*7,234,767 14	351,590 63	1,060.839 36	661,016 93

*Included in total cost of St. Lawrence River and Canals, *see* page 11.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government........	...	222,220 00	....	....	....
Government expenditure prior to Confederation	....	7,416,019 83	....	....	... .
" since " ..	1868	12,097 84	....	37,679 05	38,852 96
" " " ..	1869	43,486 36	....	39,060 61	50,773 03
" " " ..	1870	....	22,173 72	40,340 45	65,009 19
" " " ..	1871	.. ..	48,569 10	42,383 33	53,381 02
" " " ..	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " " ..	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " " ..	1874	746,420 61	. . ..	50,966 48	103,666 99
" " " ..	1875	1,047,119 91	.. ..	52,595 00	88,539 99
" " " ..	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " " ..	1877	2,199,962 61	.. ..	59,963 47	49,783 93
" " " ..	1878	2,138,392 99	....	60,138 59	66,393 53
" " " ..	1879	1,552,697 41	....	59,912 23	56,755 57
" " " ..	1880	1,252,924 75	....	63,198 10	76,535 25
" " " ..	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " " ..	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " " ..	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " " ..	1884	432,336 21	....	113,276 87	90,926 97
" " " ..	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " " ..	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " ..	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " ..	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " " ..	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " " .	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " " ..	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " " ..	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " " ..	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " " ..	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " " ..	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " " ..	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " " ..	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " " ..	1898	....	34,803 25	84,806 54	59,571 66
" " " ..	1899	....	30,099 84	86,110 88	56,270 60
" " " ..	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " " ..	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " " ..	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " " ..	1903	315,819 49	94,127 21	90.684 05	72,004 59
" " " ..	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " " ..	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " " ..	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " " ..	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " " ..	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " " ..	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " " ..	1910	168,247 17	75,233 28	136,783 47	77,723 23
Total	...*	28,506,863 19	1,358,283 83	3,601,239 21	3,029,214 65

*Total expenditure as above............ . .. .$	28,506,863 19
Less expenditure by Imperial Government............	222,220 00
Agreeing with Public Accounts Balance Sheet, 1910, page 4 .$	28,284,643 19
Original cost of construction, including first enlargement.......$	7,693,824 03
Enlargement, including new Welland Canal.	20,813,039 16
Total expenditure as above..........................	28,506,863 19

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WILLIAMSBURG CANALS.

—	Year ending	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 08	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,032 84

" " "	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,96 64	10,000 00
" " "	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,092 06	10,897 79
" " "	1901	111,158 39	390,112 78	76,501 57	577,772 74	....	12,342 32	11,755 09
" " "	1902	42,209 89	421,945 81	137,818 22	601,973 92	....	14,403 28	13,673 26
" " "	1903	10,266 92	320,354 92	18,483 34	349,105 18	....	15,246 91	20,092 79
" " "	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
" " "	1905	8,108 99	292,337 29	8,109 98	8,209 63 308,556 26	5,573 69	23,399 45	21,492 46
" " "	1906	....	140,920 65	....	140,920 65	20,493 00	17,289 42	16,148 66
" " "	1907	....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
" " "	1908	....	100,312 81	....	100,312 81	16,635 15	19,441 86	18,563 82
" " "	1909	....	11,987 59	....	11,987 59	3,744 50	22,638 02	23,454 80
" " "	1910	....	....	....	....	....	20,682 88	29,645 76
Total	....	877,090 57	6,118,927 32	2,158,242 00	*10,485,611 69	111,749 54	440,353 00	424,262 80

* Original construction	$ 1,320,655 54
Cost of enlargement	9,164,956 15
Total	$10,485,611 69

Included in total cost of St. Lawrence River and Canals, page 11.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederat'n	. .	134,456 51	....	....	....
" since " ..	1868	....	....	778 16	432 47
" " " ..	1869	....	....	1,062 96	1,873 51
" " " ..	1870	....	....	1,136 54	1,280 36
" " " ..	1871	....	....	1,285 84	1,539 02
" " " ..	1872	....	1,939 46	1,106 80	1,393 63
" " " ..	1873	....	540 11	2,199 64	1,264 40
" " " ..	1874	12,753 27	....	2,614 90	7,208 63
" " "	1875	32,627 71	....	1,859 20	4,506 68
" " " .	1876	24,935 85	....	1,952 14	4,033 72
" " " ..	1877	30,003 08	....	1,982 65	1,756 93
" " " .	1878	14,618 85	....	2,057 32	541 95
" " " ..	1879	22,113 02	....	2,202 03	3,259 70
" " " ..	1880	3,054 68	....	2,152 57	1,704 71
" " " ..	1881	69,042 76	....	2,553 02	3,257 92
" " " ..	1882	193,158 36	....	2,611 30	2,343 99
" " " ..	1883	172,959 95	....	2,569 86	3,448 83
" " " ..	1884	142,006 25	....	2,775 32	2,725 49
" " " .	1885	93,679 57	....	2,618 60	4,042 04
" " " ..	1886	129,681 67	....	2,611 90	5,803 01
" " ..	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " " ..	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " " ..	1889	24,786 33	....	2,569 22	1,730 79
" " " ..	1890	6,151 14	....	2,571 04	1,525 51
" " " ..	1891	....	8,173 69	2,505 69	1,503 56
" " " ..	1892	....	25,471 61	2,571 28	1,666 21
" " " ..	1893	....	6,521 88	2,581 08	2,800 03
" " " ..	1894	....	3,497 56	2,640 00	2,799 63
" " " ..	1895	....	3,694 33	2,508 14	3,025 91
" " " ..	1896	....	....	2,495 54	4,993 89
" " " ..	1897	....	....	2,357 51	1,688 12
" " " ..	1898	....	....	1,904 10	1,699 44
" " " ..	1899	....	....	1,920 12	1,997 96
" " " ..	1900	....	....	1,840 51	2,679 21
" " " ..	1901	....	....	1,895 89	3,999 02
" " " ..	1902	....	....	1,994 52	3,015 97
" " " ..	1903	....	1,984 39	2,072 17	4,684 42
" " " ..	1904	....	....	2,292 94	2,244 13
" " " ..	1905	....	....	2,151 01	6,091 44
" " " ..	1906	....	....	2,259 16	2,294 86
" " " ..	1907	....	2,449 96	1,595 62	901 47
" " " ..	1908	....	2,501 42	2,248 29	1,693 63
" " " ..	1909	....	199 67	2,292 19	4,290 57
" " " ..	1910	....	2,339 76	2,267 60	2,446 28
Total..........................	....	*1,170,215 63	66,740 53	92,707 39	115.069 75

* Included in total cost of Ottawa River Works, see page 22.

Original Construction....................................	$ 134,456 51
Enlargement, including new lock..............................	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	......	*	......	......	......
Government expenditure prior to Confederation	......	63,053 64	......	......	......
″ since ″	1868	......	19,817 22	6,301 88	8,911 28
″ ″ ″	1869	......	......	6,549 38	10,157 42
″ ″ ″	1870	......	4,167 96	6,617 81	9,852 09
″ ″ ″	1871	......	23,119 37	8,676 90	8,218 24
″ ″ ″	1872	165,257 28	......	8,324 51	17,235 31
″ ″ ″	1873	133,199 10	3,051 38	10,068 28	8,781 50
″ ″ ″	1874	245,258 38	......	10,710 88	10,605 82
″ ″ ″	1875	339,864 76	......	10,378 57	18,520 44
″ ″ ″	1876	326,203 16	......	10,764 38	11,475 96
″ ″ ″	1877	245,738 04	......	11,050 27	10,304 06
″ ″ ″	1878	22,676 20	......	11,401 30	5,082 72
″ ″ ″	1879	243,141 24	......	11,501 22	7,629 98
″ ″ ″	1880	281,514 27	......	11,959 14	7,625 54
″ ″ ″	1881	336,707 53	......	13,059 18	8,076 91
″ ″ ″	1882	433,084 39	......	14,387 49	7,582 68
″ ″ ″	1883	433,575 10	......	17,479 58	8,310 02
″ ″ ″	1884	399,267 16	......	17,393 91	7,918 42
″ ″ ″	1885	157,187 72	......	19,702 30	10,429 26
″ ″ ″	1886	104,973 24	75 00	20,597 82	9,303 31
″ ″ ″	1887	20,747 11	......	20,011 36	19,554 41
″ ″ ″	1888	38,996 29	......	21,531 12	10,036 62
″ ″ ″	1889	298 17	......	22,098 88	10,135 66
″ ″ ″	1890	17 58	4,526 61	15,896 16	7,582 38
″ ″ ″	1891	......	4,395 25	21,230 22	10,796 68
″ ″ ″	1892	34,585 64	15,036 48	17,458 69	8,620 15
″ ″ ″	1893	207 00	42,298 74	16,762 71	10,669 28
″ ″ ″	1894	385 55	20,034 94	14,144 98	11,620 09
″ ″ ″	1895	......	5,963 76	15,453 21	12,303 25
″ ″ ″	1896	3,850 31	......	13,995 69	12,161 10
″ ″ ″	1897	1,908 44	4,939 20	13,780 29	11,607 95
″ ″ ″	1898	82,663 37	5,082 03	11,697 81	10,993 61
″ ″ ″	1899	39,999 37	......	11,919 27	11,478 88
″ ″ ″	1900	22,802 27	4,476 50	13,657 06	14,666 71
″ ″ ″	1901	4,930 65	9,331 95	13,342 22	13,416 00
″ ″ ″	1902	......	16,998 69	13,725 99	19,366 30
″ ″ ″	1903	......	15,992 52	14,348 17	17,766 28
″ ″ ″	1904	......	9,150 07	16,224 94	17,262 29
″ ″ ″	1905	......	8,715 46	15,858 19	19,977 19
″ ″ ″	1906	......	24,179 33	18,232 71	10,924 72
″ ″ ″	1907	......	9,393 38	16,749 03	7,036 40
″ ″ ″	1908	......	1,387 35	23,019 45	9,775 35
″ ″ ″	1909	......	68,597 35	23,085 54	10,758 01
″ ″ ″	1910	......	10,410 09	23,512 72	11,925 28
Total	......	†4,182,092 96	331,140 63	634,661 21	477,455 55

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* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 22. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation..	1868	....	....	....	....
" " " ..	1869	....	....	....	....
" " " ..	1870	....	....	....	....
" " " ..	1871	....	....	....	....
" " " ..	1872	....	....	....	....
" " " ..	1873	....	835 53	....	....
" " " ..	1874	....	38,388 99	....	....
" " " ..	1875	63,659 29	....	....	....
" " " ..	1876	76,842 44	....	....	....
" " " ..	1877	56,081 87	....	....	....
" " " ..	1878	5,933 53	....	....	....
" " " ..	1879	20,694 19	....	....	....
" " " ..	1880	16,688 20	....	202 50	259 31
" " " ..	1881	4,721 62	....	962 85	....
" " " ..	1882	29,567 15	....	790 00	162 33
" " " ..	1883	14,249 60	....	695 00	288 99
" " " ..	1884	8,151 16	....	733 50	....
" " " ..	1885	19,071 76	....	730 00	572 75
" " " ..	1886	26,385 27	....	730 00	2,396 14
" " " ..	1887	7,760 88	....	730 00	967 33
" " " ..	1888	7,573 99	....	739 50	730 60
" " " .	1889	17,112 01	....	1,050 00	116 53
" " " ..	1890	2,818 35	....	747 83	....
" " " ..	1891	2,183 15	9,122 05	745 25	499 91
" " " ..	1892	....	1,546 25	736 00	....
" " " ..	1893	....	1,420 65	749 00	13 55
" " " ..	1894	....	2,540 14	730 00	494 43
" " " ..	1895	....	1,475 26	436 05	434 28
" " " ..	1896	....	....	....	....
" " " ..	1897	....	....	....	....
" " " ..	1898	....	....	....	100 00
" " " .	1899	....	....	....	....
" " " ..	1900	3,085 00	....	....	....
" " " ..	1901	197 00	....	....	....
" " " ..	1902	....	1,135 00	....	....
" " " ..	1903	....	....	....	....
" " " ..	1904	....	2,204 50	....	....
" " " .	1905	....	2,255 00	....	....
" " " ..	1906	....	....	....	....
" " " ..	1907	....	....	....	....
" " " ..	1908	....	....	....	....
" " " ..	1909	....	....	....	....
" " " ..	1910	....	....	....	....
Total........	.....	*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 22.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

RIDEAU CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts	$ cts.	$ cts.
Imperial Government..	...	3,911,701 47	....	....	.. . .
Government expenditure prior to Confederation	.....	153,062 60	....	....	....
" since " ..	1868	166 50	7,298 12	18,397 28	16,475 21
" " " ..	1869	....	....	19,250 71	13,140 77
" " " ..	1870	....	13 16	20,022 37	19,469 33
" " " ..	1871	....	11,732 98	22,814 58	18,120 52
" " " ..	1872	....	4,967 50	22,139 48	14,005 32
" " " ..	1873	. ...	18,070 97	22,841 51	26,074 49
" " " ..	1874	... .	5,793 16	26,815 44	22,957 40
" " " ..	1875	9,310 85	... .	26,553 37	19,699 81
" " " ..	1876	2,163 96	....	26,430 77	14,428 25
" " " ..	1877	214 11	....	25,959 56	14,198 18
" " " ..	1878	....	....	26,651 51	11,034 22
" " " ..	1879	7,703 88	....	26,042 52	7,134 55
" " " ..	1880	....	....	26,463 88	11,434 05
" " " ..	1881	... .	133 50	26,024 71	8,627 00
" " " ..	1882	....	.. ..	26,915 29	13,860 28
" " " ..	1883	....	70 65	27 322 81	23,524 84
" " " ..	1884	....	4,597 50	26,938 95	19,245 02
" " " ..	1885	....	2,098 76	26,971 32	18,189 55
" " " ..	1886	....	550 00	27,045 95	35,648 04
" " " ..	1887	....	20,823 96	29,440 46	18,565 34
" " " ..	1888	....	18,889 48	33,458 83	25,478 87
" " " ..	1889	....	6,665 22	33,801 77	18,106 36
" " " ..	1890	....	21,124 10	34,270 57	18,025 21
" " " ..	1891	....	20,967 25	34,641 98	21,537 56
" " " ..	1892	.. ..	31,363 23	35,500 82	21,507 16
" " " ..	1893	....	24,274 71	35,022 49	18,789 50
" " " ..	1894	....	14,485 11	34,943 35	16,939 47
" " " ..	1895	....	31,559 48	33,827 08	19,897 32
" " " ..	1896	....	21,452 29	34,052 77	30,196 38
" " " ..	1897	....	19,079 11	31,461 55	29,535 94
" " " .	1898	....	13,608 39	30,759 05	26,599 93
" " " ..	1899	... .	700 29	30,751 20	28,199 49
" " " ..	1900	....	11,780 41	30,623 27	30,237 09
" " " ..	1901	....	....	31,334 40	33,791 17
" " " ..	1902	....	8,894 40	32,193 66	33,959 86
" " " ..	1903	....	16,235 13	34,595 31	36,424 23
" " " ..	1904	....	13,525 04	39,127 96	38,496 78
" " " ..	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " " ..	1906	. ...	5,272 90	41,819 77	54,495 63
" " " ..	1907	....	14,322 03	30,667 34	44,627 82
" " " ..	1908	. . ..	42,903 03	44,875 16	55,090 45
" " " ..	1909	....	19,989 52	44,911 60	53,880 51
" " " ..	1910	....	9,225 73	48,324 13	95,188 97
Total.........		*4,085,889 21	456,980 46	1,322,845 34	1,146,628 42

* Included in total cost of Ottawa River Works. See page 22.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

OTTAWA RIVER WORKS.

Ste. Anne's Lock, page 18		$ 1,170,215 63
Carillon and Grenville Canal, page 19		4,182,092 96
Culbute Canal, page 20		382,776 46
Rideau Canal, page 21	$ 4,085,889 21	
Less expenditure by Imperial Government	3,911,701 47	
		174,187 74
Total Ottawa River Works (Capital)		$ 5,909 272 79
Add expenditure on slides and booms prior to confederation	$ 719,247 13	
" " " since "	7,243 60	
" on Chats Canals prior to confederation	482,950 81	
" in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts	1,136 84	
Add amount transferred, see page xxxvi, Pub. Accounts Bal. Sheet, 1881.	233,555 85	
		1,444,134 23
		$ 7,353,407 02
Less expenditure prior to Confederation, transferred to Income Account.	$ 320,618 28	
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Publics Accounts Balance Sheet, page xx, under Miscellaneous.	165,257 28	
		485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1910, page 4		$ 6,867,531 46

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		121,537 65			
" since "	1868			1,532 75	753 74
" " "	1869			1,755 15	1,399 18
" " "	1870			1,458 09	1,006 22
" " "	1871			1,414 48	1,210 98
" " "	1872			1,565 80	1 263 19
" " "	1873			2,076 50	1,575 10
" " "	1874			2,219 13	2,363 42
" " "	1875			1,362 22	1,245 69
" " "	1876			1,403 92	1,601 71
" " "	1877			1,533 40	750 80
" " "	1878			1,556 65	283 77
" " "	1879			1,581 55	456 07
" " "	1880			1,614 01	705 54
" " "	1881			1,741 97	1,299 77
" " "	1882			2,002 71	1,902 41
" " "	1883		17,230 32	2,361 65	2,188 08
" " "	1884		5,279 17	2,315 37	1,494 99
" " "	1885		4,700 64	2,271 57	3,652 63
" " "	1886			2,311 70	4,143 47
" " "	1887			2,175 37	5,864 78
" " "	1888			2,216 04	2,801 17
" " "	1889		17,964 45	2,421 14	2,002 63
" " "	1890		24,571 96	2,138 40	1,935 44
" " "	1891		21,696 74	2,011 08	4,460 16
" " "	1892		3,585 34	2,168 44	1,944 33
" " "	1893			2,136 66	1,994 34
" " "	1894			2,216 68	924 55
" " "	1895			2,161 63	915 50
" " "	1896			2,094 91	1,678 49
" " "	1897			2,135 60	707 06
" " "	1898			2,049 67	692 04
" " "	1899			2,244 12	1,494 93
" " "	1900		1,596 88	2,181 43	2,681 10
" " "	1901		3,610 06	2,128 25	1,681 44
" " "	1902		15,549 27	2,262 39	984 36
" " "	1903		9,344 89	2,288 63	1,671 83
" " "	1904		7,984 41	2,334 67	1,690 61
" " "	1905		14,900 90	2,479 66	1,716 35
" " "	1906		7,307 39	2,582 95	3,872 75
" " "	1907		4,260 00	2,064 62	1,142 79
" " "	1908		3,338 79	2,891 76	2,121 43
" " "	1909			2,294 78	3,693 19
" " "	1910		1,925 08	4,137 64	1,752 66
Total		*121,537 65	164,786 29	89,898 14	79,720 69

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 24.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CHAMBLY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	634,711 76	...	...	...
" since " ..	1868	...	...	8,312 90	9,355 70
" " " ..	1869	...	...	8,437 22	13,120 97
" " " ..	1870	...	...	8,934 41	20,180 73
" " " ..	1871	...	2,839 85	10,214 71	22,426 33
" " " ..	1872	...	1,906 40	9,628 50	22,327 99
" " " ..	1873	...	759 00	10,390 44	11,789 27
" " " ..	1874	...	2,810 00	11,675 67	16,427 19
" " " ..	1875	2,415 00	...	12,201 99	16,306 91
" " " ..	1876	...	...	10,593 14	13,273 56
" " " ..	1877	80 00	...	10,281 78	10,111 32
" " " ..	1878	...	...	10,413 99	6,022 96
" " " ..	1879	...	...	11,301 53	8,809 77
" " " .	1880	...	...	11,516 22	12,377 74
" " " ..	1881	...	...	13,950 47	20,705 17
" " " ..	1882	...	31,796 41	16,686 78	16,843 60
" " " ..	1883	...	21,332 36	15,904 38	15,182 24
" " " ..	1884	...	41,640 77	18,448 85	12,003 34
" " " ..	1885	...	21,049 23	18,378 55	13,046 95
" " " ..	1886	...	14,547 27	19,501 28	11,999 77
" " " ..	1887	...	17,911 17	19,053 62	20,071 37
" " " ..	1888	...	65,536 64	20,073 60	11,823 74
" " " ..	1889	...	51,437 87	19,679 22	19,392 18
" " " ..	1890	...	23,221 48	19,655 38	14,399 93
" " " ..	1891	...	43,344 41	19,204 76	11,399 93
" " " ..	1892	...	38,353 99	19,665 22	12,976 48
" " " .	1893	...	21,127 65	19,310 29	12,451 03
" " " .	1894	...	8,567 78	19,040 93	11,779 12
" " " .	1895	...	6,147 63	19,325 49	11,920 74
" " " ..	1896	...	3,694 63	19,349 65	11,801 12
" " " ..	1897	...	12,665 88	18,754 17	13,128 55
" " " ..	1898	...	13,184 68	17,992 90	12,466 51
" " " ..	1899	...	15,255 42	18,336 50	11,997 51
" " " ..	1900	...	5,448 88	18,397 58	13,995 00
" " " ..	1901	...	1,195 09	18,529 48	17,572 35
" " " ..	1902	...	19,132 80	18,832 25	17,313 02
" " " .	1903	...	8,977 43	19,286 10	21,745 65
" " " ..	1904	...	26,701 59	21,544 69	25,656 00
" " " ..	1905	...	33,066 50	26,970 79	19,896 57
" " " ..	1906	...	26,192 72	26,039 53	25,173 48
" " " ..	1907	...	29,953 80	19,916 33	22,508 88
" " " ..	1908	157 90	34,264 31	28,375 21	30,627 72
" " " ..	1909	13.307 02	35,784 54	28,440 40	24,389 29
" " " ..	1910	30,479 41	8,207 00	29,198 76	22,825 53
		681,151 09			
Less proceeds of sale of piece of land in 1898..	....	150 00			
Total	....	*681,001 09	688,055 18	741,745 76	689,623 21

Chambly Canal and River Richelieu.

Chambly Canal, as above.......................... $ 681,001 09

St. Ours Lock, see page 23............................ 121,537 65

Less amounts deducted at Confederation, *see* Public Accounts, 1868, part I, page 9, $ 802.538 74

Government expenditure prior to Confederation,

Chambly Canal, as above................ $ 634,711 76

St. Ours Lock, see page 23.................... 121,537 65

$ 756,249 41

Returned as an asset in Public Accounts, 1868.. 433,807 83

322,441 58

Agreeing with Public Accounts, 1910, page 4............$ 449,617 75

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

MURRAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" since "	1868		400 00		
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882	7,135 63			
" " "	1883	84,071 68			
" " "	1884	118,187 43			
" " "	1885	148,902 66			
" " "	1886	179,704 52			
" " "	1887	142,563 66			
" " "	1888	146,754 37			
" " "	1889	215 326 46			
" " "	1890	106,760 35		494 31	
" " "	1891	61,260 49		5,137 03	173 53
" " "	1892	5,964 22		5,803 48	3,505 15
" " "	1893	30,838 79		5,499 62	5,341 34
" " "	1894			5,667 52	5,295 57
" " "	1895			5,354 97	5,063 49
" " "	1896			5,409 10	5,410 33
" " "	1897			5,526 87	3,966 41
" " "	1898			5,799 94	4,710 23
" " "	1899			5,073 70	3,533 68
" " "	1900			5,613 83	2,777 60
" " "	1901			5,175 74	1,138 15
" " "	1902			5,254 51	6,377 19
" " "	1903	500 00		5,757 00	4,627 70
" " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " "	1905	100 00	740 45	5,346 62	4,452 68
" " "	1906		293 75	5,183 61	2,840 91
" " "	1907		10,423 00	2,788 14	1,710 55
" " "	1908		37,334 70	4,244 42	2,953 23
" " "	1909	126 45	20,250 61	4,720 09	3,374 82
" " "	1910			4,378 74	2,674 57
Total	....	*1,248,946 71	71,963 64	103,520 67	76,003 07

Agreeing with Public Accounts Balance Sheet, 1910, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued*

TRENT CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	..	309,371 31	....	....	....
″ since ″ ..	1868	....	....	....	....
″ ″ ″ ..	1869	....	....	....	....
″ ″ ″ ..	1870	....	....	....	....
″ ″ ″ ..	1871	....	....	....	....
″ ″ ″ ..	1872	....	....	....	....
″ ″ ″ ..	1873	....	....	....	....
″ ″ ″ ..	1874	....	....	....	....
″ ″ ″ ..	1875	....	....	....	....
″ ″ ″ ..	1876	....	....	....	....
″ ″ ″ ..	1877	....	....	....	....
″ ″ ″ ..	1878	....	....	....	....
″ ″ ″ ..	1879	....	....	....	....
″ ″ ″ ..	1880	561 50	....	1,188 92	3,568 89
″ ″ ″ ..	1881	....	....	2,489 93	2,233 50
″ ″ ″ ..	1882	....	5,836 51	2,011 92	8,115 50
″ ″ ″ ..	1883	40,767 16	9,303 66	2,235 50	3,047 42
″ ″ ″ ..	1884	120,393 91	6,198 57	2,208 64	5,264 35
″ ″ ″ ..	1885	121,382 84	....	3,303 87	4,653 50
″ ″ ″ ..	1886	75,103 30	....	1,639 75	5,917 88
″ ″ ″ ..	1887	179,541 63	....	1,938 08	6,008 88
″ ″ ″ ..	1888	114,879 35	....	1.770 29	5,151 42
″ ″ ″ ..	1889	47,592 13	29,677 92	3,242 05	5,935 94
″ ″ ″ ..	1890	58,644 50	11,522 65	3,450 99	730 55
″ ″ ″ ..	1891	9,826 49	3,164 81	3,803 66	4,888 98
″ ″ ″ ..	1892	4,457 28	6,506 97	3,695 85	4,721 85
″ ″ ″ ..	1893	5,962 47	10,838 90	3,739 86	2,087 17
″ ″ ″ ..	1894	3,412 32	20,403 93	3,785 47	4,988 59
″ ″ ″ ..	1895	53,907 70	21,143 41	4,184 18	3,374 49
″ ″ ″ ..	1896	392,976 08	6,185 75	4,349 34	3,329 97
″ ″ ″ ..	1897	486,575 70	13,880 37	4,965 39	3,497 90
″ ″ ″ ..	1898	351,273 31	8,991 54	5,034 60	4,998 80
″ ″ ″ ..	1899	166,611 49	6,179 79	5,048 72	6,454 49
″ ″ ″ ..	1900	334,583 01	8,043 39	5,131 52	9,989 26
″ ″ ″ ..	1901	284,503 89	10,494 82	5,254 51	13,075 89
″ ″ ″ ..	1902	449,075 45	26,165 93	5,575 52	14,984 88
″ ″ ″ ..	1903	523,950 74	18,548 58	6,993 25	10,791 15
″ ″ ″ ..	1904	489,038 44	21,228 55	7,237 05	21,179 12
″ ″ ″ ..	1905	333,261 75	36,853 28	12,071 88	26,056 78
″ ″ ″ ..	1906	319,789 49	26,030 36	17,440 68	33,398 85
″ ″ ″ ..	1907	153,045 42	35,360 10	19,229 25	36,516 47
″ ″ ″ ..	1908	343,176 05	96,315 87	32,826 38	33,382 94
″ ″ ″ ..	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
″ ″ ″ ..	1910	1,090,000 00	59,483 51	36,800 42	54,206 13
Total	.....	*7,873,501 09	578,876 82	244,676 04	387,401 37

*Total expenditure on Capital Account as above..........		$7,873,501 09
LESS—Expenditure prior to Confederation:.	$ 309,371 31	
″ Year 1880......	561 50	
		309,932 81
Agreeing with Public Accounts Balance Sheet, 1910, page 4.		$7,563,568 28

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868	....	....	....	....
" " " ..	1869	....	....	....	....
" " " ..	1870	....	....	....	....
" " " ..	1871	....	....	....	....
" " " ..	1872	....	....	....	....
" " " ..	1873	....	....	....	....
" " " ..	1874	....	....	....	....
" " " ..	1875	....	....	....	....
" " " ..	1876	....	....	....	....
" " " ..	1877	....	....	....	....
" " " ..	1878	....	....	....	....
" " " ..	1879	....	....	....	....
" " " ..	1880	....	....	....	....
" " " ..	1881	....	....	....	....
" " " ..	1882	....	748 65	....	....
" " " ..	1883	4,831 80	....	....	....
" " " ..	1884	50,878 12	....	....	....
" " " ..	1885	92,473 97	....	....	....
" " " ..	1886	65,561 51	....	....	....
" " " ..	1887	49,617 92	....	....	....
" " " ..	1888	54,166 57	....	....	....
" " " ..	1889	89,486 18	....	....	....
" " " ..	1890	22,226 23	....	*	*
" " " ..	1891	17,114 78	....	*	*
" " " ..	1892	29,771 65	....	*	*
" " " ..	1893	....	....	*	*
" " " ..	1894	....	....	*	*
" " " ..	1895	....	....	*	*
" " " ..	1896	....	....	*	*
" " " ..	1897	10,720 50	....	*	*
" " " ..	1898	....	....	*	*
" " " ..	1899	....	....	*	*
" " " ..	1900	2,750 00	....	*	*
" " " ..	1901	....	....	*	*
" " " ..	1902	....	....	*	*
" " " ..	1903	....	....	*	*
" " " ..	1904	....	....	*	*
" " " ..	1905	....	....	*	*
" " " ..	1906	....	....	*	*
" " " ..	1907	....	....	*	*
" " " ..	1908	....	....	*	*
" " " ..	1909	....	....	*	*
" " " ..	1910	....	....	*	*
Total..................	.....	†489,599 23	748 65	*	*

* Included in Rideau Canal since 1890.
† Agreeing with Public Accounts 1910, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SAULT STE. MARIE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts	$ cts.
Government expenditure since Confederation	1868	....	....	....	....
" " "	1869	....	....	....	....
" " "	1870	....	....	....	....
" " "	1871	....	....	....	....
" " "	1872	....	949 35	....	....
" " "	1873	....	....	....	....
" " "	1874	....	....	....	....
" " "	1875	....	....	....	....
" " "	1876	....	....	....	....
" " "	1877	....	....	....	....
" " "	1878	....	....	....	....
" " "	1879	....	....	....	....
" " "	1880	....	....	....	....
" " "	1881	....	....	....	....
" " "	1882	....	....	....	....
" " "	1883	....	....	....	....
" " "	1884	....	....	....	....
" " "	1885	....	....	....	....
" " "	1886	....	....	....	....
" " "	1887	....	....	....	....
" " "	1888	8,145 06	....	....	....
" " "	1889	34,018 95	....	....	....
" " "	1890	176,568 55	....	....	....
" " "	1891	325,336 33	....	....	....
" " "	1892	341,474 31	....	....	....
" " "	1893	589,801 25	....	....	....
" " "	1894	1,316,529 29	....	....	....
" " "	1895	466,151 50	....	3,432 73	....
" " "	1896	189,986 59	....	16,074 70	2,650 17
" " "	1897	209,561 82	....	15,381 59	7,671 79
" " "	1898	21,004 56	....	14,389 92	8,172 09
" " "	1899	63,935 48	....	13,840 24	6,564 40
" " "	1900	27,157 98	....	13,901 40	13,219 87
" " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " "	1902	122,505 73	....	15,920 80	14,839 71
" " "	1903	65,933 43	....	16,077 22	10,855 70
" " "	1904	32,029 54	....	14,653 35	9,491 44
" " "	1905	110,181 69	....	15,681 55	14,776 33
" " "	1906	120,000 00	....	15,878 11	20,086 15
" " "	1907	95,504 63	....	12,290 94	11,520 53
" " "	1908	140,433 22	....	20,345,38	23,206 00
" " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " "	1910	46,809 13	147,147 52	18.976 64	20,300 77
Total		*4 868,532 60	159,598 54	235,807 29	190,106 42

* Agreeing with Public Accounts, 1910, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SOULANGES CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...				
" since " ..	1868				
" " " ..	1869				
" " " .	1870				
" " " ..	1871				
" " " ..	1872				
" " " ..	1873				
" " " ..	1874				
" " " ..	1875				
" " " ..	1876				
" " " ..	1877				
" " " ..	1878				
" " " ..	1879				
" " " ..	1880				
" " " ..	1881				
" " " ..	1882				
" " " ..	1883				
" " " .	1884				
" " " ..	1885				
" " " ..	1886				
" " " ..	1887				
" " " ..	1888				
" " " ..	1889				
" " " ..	1890				
" " " ..	1891				
" " " .	1892	54,235 76			
" " " ..	1893	210,336 24			
" " " ..	1894	723,380 95			
" " " ..	1895	752,016 53			
" " " ..	1896	535,939 07			
" " " ..	1897	363,126 06			
" " " ..	1898	1,016,401 00			
" " " ..	1899	1,442,824 22			
" " "	1900	693,806 24		6,711 84	5,000 00
" " " ..	1901	462,626 36	115 00	25,154 78	5,888 77
" " " ..	1902	235,021 79		22,672 50	2,267 13
" " " ..	1903	248,929 10		31,987 06	10,362 23
" " " ..	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " ..	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " ..	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " " ..	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " " ..	1908	50,634 01	4,245 18	28,988 36	35,687 11
" " " ..	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " " ..	1910	153,022 23	2,299 93	32,851 69	46,287 16
Total	......	*7,126,135 61	84,288 91	276,139 58	233,552 66

* Included in total cost of St. Lawrence River and Canals, *see* page 11.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing amount expended on Construction and Enlargement of Canals, to March 31, 1910.

Canal.		Construction.	Enlargement.	Total.
		$ cts.	$ cts.	$ cts.
St. Peter's		648,547 14		648,547 14
Lachine		2,589,532 85	9,786,178 93	12,375,711 78
Beauharnois		1,636,690 26		1,636,690 26
St. Lawrence River and Canals		18,442 85	3,451,470 56	3,469,913 41
Lake St. Louis			298,176 11	298,176 11
Lake St. Francis			75,906 71	75,906 71
Cornwall		1,945,624 73	5,289,142 41	7,234,767 14
Williamsburg.	Farran's Point		877,090 57	10,485,611 69
	Galops		6,118,927 32	
	Rapide Plat		2,158,242 00	
	Williamsburg	1,320,655 54	10,696 26	
Welland		7,693,824 03	20,813,039 16	28,506,863 19
Ste. Anne's		134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville		63,053 64	4,119,039 32	4,182,092 96
Culbute		382,776 46		382,776 46
Rideau		4,085,889 21		4,085,889 21
St. Ours		121,537 65		121,537 65
Chambly		637,214 66	43,786 43	681,001 09
Murray		1,248,946 71		1,248,946 71
Trent		7,873,501 09		7,873,501 09
Tay		489,599 23		489,599 23
Sault Ste. Marie		4,868,532 60		4,868,532 60
Soulanges		7,126,135 61		7,126,135 61
Total		42,884,960 77	54,077,454 90	96,962,415 67

* Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

RECAPITULATION.

EXPENDITURE on Canals and Revenue received.

——	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure........	.....	20,593,866 13	98,378 46	....	....	....
Government expenditure since Confederation..... .	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
" " ..	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" " .	1870	....	90,355 96	120,403 02	150,176 70	414,687 02
" " ..	1871	... .	116,429 54	135,040 81	140,467 52	488,538 76
" " ..	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" " ..	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" " ..	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" " ..	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" " ..	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" " .	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" " ..	1878	3,843,338 62	....	187,521 31	122,251 60	373,814 17
" " ..	1879	3,064,098 61	....	191,892 44	115,349 99	337,675 13
" " ..	1880	2,123,366 31	....	195,039 33	147,167 52	341,598 14
" " ..	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" " ..	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" " ..	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" " ..	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" " ..	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
" " ..	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" " .	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" " ..	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" " ..	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" " ..	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" " ..	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" " ..	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" " ..	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
" " ..	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
" " ..	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" " ..	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" " ..	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" " ..	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" " ..	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" " ..	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" " ..	1901	2,360,569 89	135,560 57	314,095 04	262,876 07	315,425 69
" " ..	1902	2,114,689 88	213,014 91	317,838 61	263,768 27	300,413 68
" " ...	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" " ..	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
" " ..	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" " ..	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" " .	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" " ..	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" " ..	1909	1,868,834 45	690,304 73	475,515 04	433,958 10	199,501 26
" " ..	1910	1,650,706 64	455,835 62	515,585 16	491,793 02	193,384 28
Total...........	..	96,962,415 67	6,221,471 41	11,695,850 15	9,488,902 94	14,156,354 14

*This does not include expenditure which has been charged to Canals General but only the amounts expended on specified canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

CANAL REVENUE STATEMENT FOR YEAR ENDING MARCH 31, 1910.

Canal Revenue.					Collection Divisions.	Deposits to the credit of the Receiver General.			
Wharfage Storage, Harbour Dues, &c.	Elevator Receipts.	Total Canal Revenue Accrued.	Hydraulic and other Rents, &c.	Total.		On Account Canal Revenue.	On Account Hydraulic and other Rents.	Total.	Cost of Staff, Repairs and Offices of collection chargeable to Revenue.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
					Welland Canal...				208,741 59
51 60		51 60	4,528 80	4,580 40	Port Colborne	51 60	4,528 80	4,580 40	2,601 29
310 94		310 94	37,010 98	37,321 92	Port Dalhousie	310 94	37,010 98	37,321 92	2,151 48
	12,061 46	12,061 46		12,061 46	Port Colborne Elevator	12,061 46		12,061 46	13,906 01
362 54	12,061 46	12,424 00	41,539 78	53,963 78	.... Totals	12,424 00	41,539 78	53,963 78	227,400 37
					St. Lawrence Canals				440,648 05
			16,691 50	16,691 50	Beauharnois		16,691 50	16,691 50	
1,193 70		1,193,70	7,669 50	8,863 20	Cornwall	1,193 70	7,669 50	8,863 20	1,708 30
			5,240 00	5,240 00	Cardinal		5,240 00	5,210 00	1,030 47
1,153 53		1,153 53		1,153 53	Lachine	1,153 53		1,153 53	2,417 89
10,241 18		10,241 18	85,672 56	95,913 74	Montreal	10,241 18	85,672 56	95,913 74	11,792 59
25 00		25 00	3,067 00	3,092 00	Côteau Landing (Soulanges Canal)	25 00	3,067 00	3,092 00	1,486 97
					Kingston				589 70
12,613 41		12,613 41	118,340 56	130,953 97	... Totals	12,613 41	118,340 56	130,953 97	459,673 97
					Chambly Canal				59,533 99
			51 00	51 00	Chambly		51 00	51 00	1,289 40
			147 00	147 00	St. John's		141 00	147 00	1,590 95
					St. Ours				700 35
			198 00	198 00	.... Totals		198 00	198 00	63,114 69
					Ottawa Canals				42,815 88
					Ottawa				
8 00		8 00	5 00	13 00	Grenville	8 00	5 00	13 00	623 35
			104 00	104 00	Carillon		104 00	104 00	802 55
			30 00	30 00	Ste. Anne's Lock		30 00	30 00	875 85
8 00		8 00	139 00	147 00	..... Totals	8 00	139 00	147 00	45,117 63

					Rideau Canal				147,368 89
521 80		521 80	3,071 05	3,592 85	Ottawa	521 80	3,071 05	3,592 85	1,655 97
75 00		75 00	391 00	466 00	Kingston Mills	75 00	391 00	466 00	490 78
20 00		20 00	54 70	74 70	Smith's Falls	20 00	54 70	74 70	498 45
616 80		616 80	3,516 75	4,133 55	Totals	616 80	3,516 75	4,133 55	150,014 09
					St. Peter's Canal				
			32 00	32 00	St. Peter's		32 00	32 00	3,871 33
					Murray Canal.				
			1 00	1 00	Brighton		1 00	1 00	7,542 91
					Trent Canal				91,006 55
					Bobcaygeon				100 00
					Fenelon Falls				100 00
					Hastings				50 00
80 00		80 00	4,596 54	4,676 54	Peterborough	80 00	4,596 54	4,676 54	107 88
					Young's Point				150 00
80 00		80 00	4,596 54	4,676 54	Totals	80 00	4,596 54	4,676 54	91,514 43
50 00		50 00	530 00	580 00	*Sault Ste. Marie Canal*	50 00	530 00	580 00	40,908 81
13,730 75	12.061 46	25,792 21	168,893 63	194,685 84	Totals	25,792 21	168,893 63	194,685 84	1,089,158 23
					Dredge Vessels				21,887 93
					Inspection				
					Department of Public Printing and Stationery				5,097 26
					General				2,990 44
13,730 75	12,061 46	25,792 21	168,893 63	194,685 84	Grand Total	25,792 21	168,893 63	194,685 84	1,119,133 86
					LESS—Refunds			1,301 56	
					Net Revenue			193,384 28	

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

HYDRAULIC AND OTHER RENTS.

Balances due April 1, 1909.	Accrued during the year ended March 31, 1910.	Totals.	1909-1910.	Abatement.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balance due March 31, 1910.	Totals.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
57,167 77	47,188 88	104,356 65	....Welland Canal	101 64	41,539 78	41,539 78	62,715 23	104,356 65
7,878 17	3,438 00	11,316 17	....Williamsburg Canal	2,000 00	5,240 00	5,240 00	4,076 17	11,316 17
7,940 37	7,654 50	15,594 87	....Cornwall Canal	....	7,669 50	7,669 50	7,925 37	15,594 87
8,658 34	15,001 00	23.659 34	....Beauharnois Canal	....	16,691 50	16,691 50	6,967 84	23,659 34
33,485 38	91,059 78	124,545 16	....Lachine Canal	5,275 96	85,672 56	85,672 56	33,596 64	124,545 16
889 84	186 00	1,075 84	....Chambly Canal	....	198 00	198 00	877 84	1,075 84
4,254 20	4,201 50	8,455 70	....Rideau Canal	10 50	3,516 75	3,516 75	4,928 45	8,455 70
2,004 45	3,072 04	5,076 49	. . Trent Canal	373 50	4,596 54	4,596 54	106 45	5,076 49
15 00	575 00	590 00	....Sault Ste. Marie Canal	....	530 00	530 00	60 00	590 00
26,492 83	615 00	27,107 83	....Carillon and Grenville Canal	....	109 00	109 00	26,998 83	27,107 83
9 00	68 00	77 00	....Sundry Canals	....	63 00	63 00	14 00	77 00
....	3,067 00	3,067 00	....Soulanges Canals	....	3,067 00	3,067 00	....	3,067 00
148,795 35	176,126 70	324,922 05	Totals	7,761 60	168,893 63	168,893 63	148,266 82	324,922 05

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

—	Year ending	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation....	......	10,766,725 54	......	....	....
" since "	1868	483,353 65	....	359,961 08	420,752 58
" " "	1869	282,615 18	....	387,548 47	455,022 76
" " "	1870	1,729,381 49	....	445,208 75	471,245 09
" " " ...	1871	2,916,782 13	....	442,993 31	565,713 52
" " "	1872	5,131,141 51	....	595,076 22	622,900 56
" " "	1873	5,201,450 37	....	1,011,892 60	703,458 26
" " "	1874	3,614,898 81	....	1,847,175 24	893,430 17
" " "	1875	3,426,099 55	....	1,532,589 62	861,593 43
" " "	1876	1,108,321 59	....	1,277,197 79	848,861 46
" " " ...	1877	1,318,352 19	....	1,661,673 55	1,154,445 35
" " "	1878	408,816 74	....	1,811,273 56	1,378,946 78
" " "	1879	226,639 19	....	2,010,183 22	1,294,099 69
" " "	1880	2,048,014 60	....	1,607,956 70	1,520,310 45
" " "	1881	608,732 80	....	1,780,353 53	1,777,856 76
" " "	1882	585,568 79	....	2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96	....	2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52	....	2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08	....	2,460,229 87	2,392,605 00
" " "	1886	544,958 17	....	2,508,473 10	2,406,858 88
" " " ...	1887	823,070 86	....	2,854,158 91	2,621,337 41
" " "	1888	742,203 09	....	3,300,481 94	2,937,337 40
" " "	1889	655,228 13	....	3,174,785 19	2,923,736 46
" " "	1890	365,246 48	....	3,500,455 80	2,958,243 38
" " "	1891	79,929 34	....	3,691,273 65	3,007,630 51
" " "	1892	168,101 77	....	3,458,891 39	2,978,950 82
" " "	1893	228,984 79	....	3,062,207 45	3,099,815 20
" " "	1894	166,362 43	....	2,999,317 07	3,020,485 74
" " "	1895	327,034 51	....	2,964,940 98	2,979,795 59
" " "	1896	259,105 23	....	3,029,304 08	2,994,201 93
" " "	1897	145,142 00	....	2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "	1900	1,796,348 29	....	4,444,296 25	4,599,423 14
" " "	1901	3,633,836 57	....	5,477,285 30	5,019,497 76
" " " ...	1902	4,621,841 05	....	5,596,939 57	5,720,990 50
" " "	1903	2,254,266 68	....	6,214,496 38	6,366,884 53
" " "	1904	†1,880,856 60	....	7,264,263 13	6,392,865 48
" " "	1905	3,937,621 93	....	8,535,689 91	6,833,561 50
" " "	1906	‡3,765,170 90	... ...	7,599,400 33	7,693,282 40
" " "	1907	1,506,209 26	....	6,045,597 15	6,293,751 52
" " " ...	1908	4,363,494 01	....	9,195,347 64	9,229,989 21
" " " ...	1909	3,867,232 16	....	9,364,256 10	8,583,100 79
" " "	1910	1,278,409 45	....	8,668,620 23	9,328,888 97
Total	.....	*82,819,218 53	280,000 00	147,797,763 73	140,060,973 83

* Including $296,872.90 charged to 'Consolidated Fund.'

† Expenditure for year.....	$1,894,856 90
Less refunds of previous years	14,000 30
	$1,880,856 60
‡ Expenditure for year..........................	$3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year 1905-6...	4,227 95
	$3,765,170 90

INTERCOLONIAL RAILWAY—*Concluded.*

	Nova Scotia Ry.	European and North American Ry.	
Total cost of Construction as shown on page 35			$82,819,213 53
Less amounts transferred from Capital to Consolidated Fund as follows :—			
1868	$ 16,800 99	$ 11,302 89	
1870	34,403 45	1,749 21	
1871	50,405 69	......	
1873	106,899 59	75,311 08	
	$ 208,509 72	$ 88,363 18	
		208,509 72	
			296,872 90
			†$82,522,345 63
Cape Breton Railway, page 40		3,860,679 14	
Oxford and New Glasgow Railway, page 39		1,949,063 21	
Eastern Extension Railway, page 37		1,324,042 81	
Montreal and European Short Line Railway, page 41		333,942 72	
Drummond County Railway, page 45		1,464,000 00	
Canada Eastern Railway, page 48		819,000 00	
			*9,750,727 88
Total capital cost of Intercolonial Railway system			$92,273,073 51

* Agreeing, less outstanding cheques, with Public Accounts, 1908-1909, page 4.

† Includes $220.48 amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

Department of Railways and Canals
Ottawa, July 23, 1910.

EASTERN EXTENSION RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
" " "	1907		*	†
" " "	1908		*	†
" " "	1909		*	†
" " "	1910		*	†
Total		‡ 1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway expenses. †Included in Intercolonial Railway revenue.
‡Included in total cost of Intercolonial Railway system, page 36.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

CARLETON BRANCH RAILWAY.

—	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884			
" " "	1885			
" " "	1886	85,610 69		
" " "	1887	2,299 62		
" " "	1888	500 17		
" " "	1889			
" " "	1890			
" " "	1891			
" " "	1892			
" " "	1893			
" " "	1894			
" " "	1895			
" " "	1896			
" " "	1897			
" " "	1898			
" " "	1899			
" " "	1900			
" " "	1901			
" " "	1902			
" " "	1903			
" " "	1904			
" " "	1905			
" " "	1906			
" " "	1907			
" " "	1908			
" " "	1909			
" " "	1910			
Total		*88,410 48		

*Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N. B., for the sum of $40,000, which sum was paid, in March 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

OXFORD AND NEW GLASGOW RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907	*	
" " "	1908		
" " "	1909		
" " "	1910		
Total ...		‡1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.

‡ Included in total cost of Intercolonial Railway system, page 36. Add $220.48 amount of Exchequer Court award paid in 1907 and included in Intercolonial Ry.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

CAPE BRETON RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Governement expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
Total		§3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
§ Included in total cost of Intercolonial Railway system, see page 36.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

—	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885	49,587 45	
" " "	1886	135,214 38	
" " "	1887	24,157 32	
" " "	1888	397 35	
" " "	1889		
" " "	1890		
" " "	1891	124,568 23	
" " "	1892		
" " "	1893		
" " "	1894	17 99	
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
Total		*333,942 72	

*Included in total cost of Intercolonial Railway system, page 36.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

PRINCE EDWARD ISLAND RAILWAY.

——	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.....	......	3,114,735 11	....	....
" since "	1874	....	750 00	....
" " " ...	1875	46,086 63	49,344 62	24,493 99
" " "	1876	42,546 10	219,930 43	118,060 96
" " "	1877	200,000 00	228,595 25	130,664 92
" " "	1878	6,551 86	221,599 49	135,899 60
" " "	1879	40,129 05	223,313 12	125,855 91
" " "	1880	16,539 82	164,640 55	113,851 11
" " "	1881	....	203,122 88	131,131 43
" " "	1882	402 03	228,259 97	137,267 54
" " "	1883	57,186 02	252,808 41	146,170 42
" " "	1884	130,663 38	236,428 13	144,504 12
" " " . ..	1885	76,956 56	211,207 01	158,588 06
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888	....	229,639 95	158,363 62
" " "	1889	....	247,559 44	171,369 56
" " "	1890	.. ..	266,485 85	160,971 78
" " "	1891	....	257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893	....	226,422 17	162,690 42
" " "	1894	....	226,891 06	158,533 83
" " "	1895	... .	232.905 19	149,654 78
" " "	1896	....	225,138 56	146,476 54
" " "	1897	... .	240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
" " "	1899	22,000 00	218,053 01	165,012 03
" " "	1900	53,546 02	220,931 81	174,738 73
" " "	1901	280,173 93	261,766 24	193,883 48
" " "	1902	475,997 94	270,159 97	197,999 93
" " "	1903	829,414 18	259,637 82	217,714 24
" " "	1904	698,877 47	335,695 44	234,390 03
" " "	1905	591,412 65	370,464 44	217,330 61
" " "	1906	496,124 89	294,253 16	257,270 57
" " "	1907	91,710 52	283,148 50	215,434 97
" " "	1908	390,461 83	399,947 79	304,579 83
" " "	1909	561,206 90	400,330 41	311,319 63
" " "	1910	206,396 97	427,283 73	319,074 74
Total..................	.....	*8,465,430 56	9,077,301 29	6,238,279 59

*Agrees with Public Accounts Balance Sheet, 1909-1910, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

CANADIAN PACIFIC RAILWAY.

——	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation...	......	....	....	... .
" since " ...	1868	....	....	....
" " " ...	1869	....	... .	....
" " " ...	1870	....	....	....
" " " ...	1871	30,148 32	....	....
" " " ...	1872	489,428 16	....	....
" " " ...	1873	561,818 44	....	....
" " " ...	1874	310,224 88	....	. . ..
" " " ...	1875	1,546,241 67	....	... .
" " " ...	1876	3,346,567 06	....	....
" " " ...	1877	1,691,149 97	....	....
" " " ...	1878	2,228,373 13	....	....
" " " ...	1879	2,240,285 47	....	... .
" " " ...	1880	4,044,522 72	78,892 01	104,975 69
" " " ...	1881	4,968,503 93	236,944 98	291,498 06
" " " ...	1882	(1) 4,589,075 79	1,786 20	....
" " " ...	1883	(2) 10,033,800 04	266 09	....
" " " ...	1884	(3) 11,192,722 02	327 02	....
" " " ...	1885	(4) 9,900,281 53	....	....
" " " ...	1886	(5) 3,672,584 81	....	....
" " " ...	1887	(6) 915,057 49	... .	....
" " " ...	1888	52,098 65	....	....
" " " ...	1889	86,716 07	....	....
" " " ...	1890	40,980 54	....	....
" " " ...	1891	37,367 00	....	.. ..
" " " ...	1892	66,211 39	....	....
" " " ...	1893	413,836 49	....	....
" " " ...	1894	146,539 87	....	. ...
" " " ...	1895	49,209 77	.. ..	....
" " " ...	1896	65,669 49	....	....
" " " ...	1897	14,054 50	....	.. ..
" " " ...	1898	692 17	....	....
" " " ...	1899	8,418 53	....	....
" " " ...	1900	236 11	....	....
" " " ...	1901	8,978 87	....	....
" " " ...	1902	448 70	....	....
" " " ...	1903	....	....	....
" " " ...	1904	33,076 39	....	....
" " " ...	1905	....	....	....
" " " ...	1906	....	....	....
" " " ...	1907	....	....	....
" " " ...	1908	600 00	....	....
" " " ...	1909	937 77	....	....
" " " ...	1910	....	....	....
Total.........	.....	*62,786,857 74	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1909-1910, page 8.

(1)	Including.....	$ 2,210,000 00	on account subsidy.
(2)	"	5,323,076 60	"
(3)	"	7,254,208 27	"
(4)	"	6,862,201 00	"
(5)	"	2,890,427 00	"
(6)	"	460,087 13	"
		†$25,000,000 00	

† *See* also statement page 54, for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

ANNAPOLIS AND DIGBY RAILWAY.

——	Year.	Capital.	Income Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1888		
" " "	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

DRUMMOND COUNTY RAILWAY.

—	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation	...		
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
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" " "	1898		
" " "	1899		
" " "	1900	1,459,000 00	
" " "	1901		
" " "	1902	5,000 00	
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
Total		*1464,000 00	

*Included in total cost of Intercolonial Railway system, page 36.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 23, 1910.

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

——	Year	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
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" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	283,323 55
" " "	1903	
" " "	1904	
" " "	1905	
" " "	1906	
" " "	1907	
" " "	1908	
" " "	1909	
" " "	1910	
Total		*283,323 55

*Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

NATIONAL TRANSCONTINENTAL RAILWAY.

——	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
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" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	6,249 40
" " "	1905	778,491 28
" " "	1906	1,841,269 95
" " "	1907	5,537,867 50
" " "	1908	18,910,449 41
" " "	1909	24,892,422 68
" " "	1910	19,968,126 86
Total		*71,934,877 08

*Agrees with Public Accounts Balance Sheet, 1909-1910, page 4.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 23, 1910.

CANADA EASTERN RAILWAY.

——	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation	.....	....
" since "	1868	....
" " "	1869	....
" " "	1870	....
" " "	1871	....
" " "	1872	....
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" " "	1900	....
" " "	1901	....
" " "	1902	....
" " "	1903	....
" " "	1904	....
" " "	1905	800,000 00
" " "	1906	....
" " "	1907	....
" " "	1908	19,000 00
" " "	1909	....
" " "	1910	....
Total	.....	*819,000 00

*Included in total cost of Intercolonial Railway system, page 36.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

Statement showing amount expended on Capital Account on Railways.

Railways.	—	—
	$ cts.	$ cts.
Intercolonial	82,522,345 63	
Cape Breton	3,860,679 14	
Oxford and New Glasgow	1,949,283 69	
Eastern Extension	1,324,042 81	
Drummond County	1,464,000 00	
Montreal and European Short Line	333,942 72	
Canada Eastern	819,000 00	
		92,273,073 51
Carleton Branch		48,410 48
Prince Edward Island		8,465,430 56
Canadian Pacific		62,786,857 74
Annapolis and Digby		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.)		283,323 55
National Transcontinental		71,934,877 08
Governor General's car		56,538 82
Hudson Bay Railway Surveys		145,470 51
Total		236,654,665 29

Memo. re Recapitulation—Railways.

Total cost as per statement above	236,654,665 29
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 36	296,872 90
Agreeing with total of Construction, as per statement, page 50	236,951,538 19

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 23, 1910.

RECAPITULATION—GOVERNMENT RAILWAYS.

——	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	....	....
" since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " "	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " "	1909	29,414,227 34	9,764,586 51	8,894.420 42
" " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
Total	......	*236,991,538 19	158,650,055 35	147,157,192 85

* Total amount paid on Construction..........	$236,991,5381 9
Less amount received from the City of St. John, N.B., as purchase price of the Carleton Branch Railway..........	40,000 00
Total cost of Construction....	†$236,951,538 19

† Agreeing with amount expended on Capital Account on Railways, see page 49.

W. C LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

STATEMENT showing Miscellaneous Expenditure yearly, by the Department of Railways and Canals.

Year ending.	Chargeable to Capital.	Chargeable to Income.			Chargeable to Revenue.			Total Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		20,873 21	23,545 34		649 04			45,067 59
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		4,178 85	4,855 11	15,746 31	60,265 22			85,045 49
1895.		10,695 48	13,221 27	19,304 87	60,769 56			103,991 18
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35.398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
1909.	5,034 00	28,819 54	604,483 02	20,912 04	106,065 87			765,314 47
1910.		29,421 06	212,117 54	4,706 79	111,755 68			358,001 07
	20,033 70	346,078 68	1,810,672 53	740,647 27	1,594,204 03	45,039 97	69,711 05	4,626,387 23

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1910.

Expenditure.

Chargeable to Capital Account—				
Railways, *see* Statement page 49			$ 236,654,665 29	
Canals " " 31 and 51			96,982,449 37	
				$ 333,637,114 66
Chargeable to Consolidated Fund—				
*Railway Subsidies as per Statement page 54 to 63			$ 41,450,116 28	
Income Account—				
Intercolonial Railway	*see* page 35	$ 280,000 00		
Add transferred from Capital	" 36	296,872 90		
Railways	" 51	1,810,672 53		
Canals	" 31	6,221,471 41		
"	" 51	346,078 68		
General, Railways and Canals	" 51	740,647 27		
			9,695,742 79	
Revenue Account—				
Canals—Operating and maintaining staff, *see* page 31		$ 11,695,850 15		
Canals—Repairs, *see* page 31		9,488,902 94		
" " " 51		1,594,204 03		
Railways—Working expenses, *see* page 50		158,650,055 35		
" " " 51		45,039 97		
General—Railways and Canals " 51		69,711 05		
			181,543,763 49	
				232,689,622 56
Total expenditure on Railways and Canals				$ 566,326,737 22

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways.

Capital Account	$ 236,654,665 29	
Consolidated Fund	202,532,757 03	
		$ 439,187,422 32

Canals.

Capital Account	$ 96,982,449 37	
Consolidated Fund	29,346,507 21	
		$ 126,328,956 58
Total		$ 565,516,378 90

General, Common to both.

Consolidated Fund	810,358 32
Total expenditure on Railways and Canals	$ 566,326,737 22

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31, 1910 (for details *see* page 50)	$ 147,157,192 85
Canals " " " " (" " 31)	14,156,354 14
Total revenue, Railways and Canals	$ 161,313,546 99

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* This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683 09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Vict., cap. 8 (1884) and the annual payment of $107,730 being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department (*see* Public Accounts, 1898-1910, and page 79, 1908).

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 23, 1910.

STATEMENT

SHOWING SUBSIDIES VOTED FOR RAILWAYS AS TO WHICH CONTRACTS HAVE BEEN ENTERED INTO AND PAYMENTS MADE FROM JULY 1, 1883 TO MARCH 31, 1910.

STATEMENT showing subsidies voted for Railways as to which Contracts

Subsidies Voted.		Railways.	July 1, 1883, to June 30, 1903.
Authority.	Amount.		
	$ cts.		$ cts.
46 Vic., chap. 25	156,800 00	International Railway, Quebec	156,800 00
53 " 2			
45 " 14	384,000 00	Quebec and Lake St. John Railway, Quebec	1,006,743 50
46 " 25	80,000 00		
48-49 " 59	96,000 00		
49 " 10	186,295 00		
50-1 " 24	28,800 00		
51 " 3	96,000 00		
52 " 3	64,000 00		
53 " 2	30,000 00		
54-5 " 8	5,250 00		
57-8 " 4	44,800 00		
46 " 25	89,600 00	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario	208,732 80
49 " 10	70,000 00		
50-1 " 24	12,800 00		
52 " 3	32,000 00		
55-6 " 5	64,000 00		
47 " 8	272,000 00	Pontiac Pacific Junction Railway, Quebec	193,578 00
51 " 3	41,000 00		
53 " 2	24,000 00		
46 " 25	115,200 00	Caraquette, Railway, N.B.	224,000 00
47 " 8	76,800 00		
50-1 " 24	32,000 00		
47 " 8	32,000 00	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	557,788 31
49 " 10	57,600 00		
52 " 3	22,400 00		
53 " 2	48,000 00		
56 " 2	48,000 00		
57-8 " 4	70,400 00		
*	*		
47 " 8	48,000 00	Kingston and Pembroke Railway, Ontario	48,000 00
45 " 14	660,000 00	Northern and Pacific Junction Railway, Quebec	1,320,000 00
46 " 26	660,000 00		
53 " 2			
47 " 8	128,000 00	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry.	374,839 84
48-9 " 59	19,200 00		
49 " 10	32,000 00		
48-9 " 59	24,439 84		
51 " 3	140,800 00		
57-8 " 4	35,200 00		
62-3 " 7	*	Quebec Central Railway, Quebec	348,342 00
47 " 8	60,342 00		
51 " 3			
53 " 2	288,000 00	Montreal and Sorel Railway, Quebec	93,757.57
48-9 " 59	72,000 00		
53 " 2	40,000 00		
48-9 " 59	30,000 00	Montreal and Champlain Junction Railway, Quebec	103,600 00
50-1 " 24	64,000 00		
51 " 3	9,600 00		
46 " 25	38,400 00	Elgin, Petitcodiac and Havelock Railway, Quebec	82,652 82
51 " 3	44,252 82		
47 " 8	22,400 00	St. Louis and Richibucto Railway, N.B.	22,400 00
48-9 " 59	96,000 00	Canada Atlantic Railway, Ontario	282,355 20
49 " 10	38,400 00		
50-1 " 24	180,000 00		
47 " 6	750,000 00	Esquimalt and Nanaimo Railway, B. C.	750,000 00
47 " 8	96,000 00	Erie and Huron Railway, Ontario	96,000 00
46 " 25	320,000 00	Baie des Chaleurs Railway, Quebec	620,000 00
47 " 8	300,000 00		
52 " 3			
		Carried forward	6,489,590 04

have been entered into and Payments made up to March 31, 1910.

Payments.							Total March 31, 1910.
1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
....	....	....	....	....	....	....	156,800 00
....	....	86,016 00	67,712 00	73,472 00	....	....	1,233,943 50
....	....	....	....	....	....	....	208,732 80
....	....	....	....	....	....	....	193,578 00
....	....	....	....	....	....	....	224,000 00
....	....	....	....	256,870 40	55,449 60	164,172 29	1,034,280 60
....	....	....	....	....	....	....	48,000 00
....	....	....	....	....	....	....	1,320,000 00
....	....	....	....	....	....	....	374,839 84
....	....	....	....	55,638 69	....	....	403,980 69
....	....	....	....	....	....	....	93,757 57
....	....	....	....	....	....	....	103,600 00
....	....	....	....	....	....	....	82,652 82
....	....	....	....	....	....	....	22,400 00
....	....	....	....	....	....	....	282,355 20
....	....	....	....	....	....	....	750,000 00
....	....	....	....	....	....	....	96,000 00
....	....	....	....	....	....	....	620,000 00
....	....	86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	248,921 02

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

Subsidies Voted.		Railways.	July 1, 1883 to June 30, 1903.
Authority.	Amount.		
	$ cts.		$ cts.
		Brought forward	6,489,590 04
48-9 Vic., c. 59	118,400 00	New Brunswick and Prince Edward Island, Ry. N. B.	113,440 00
50-1 " 24	217,600 00	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec	217,600 00
49 " 10	11,200 00	L'Assomption Railway, Quebec	11,200 00
49 " 10	32,000 00	Great Eastern Railway, Quebec	40,345 00
50-1 " 24	96,000 00		
56 " 2	64,000 00		
53 " 2	37,500 00		
47 " 8	160,000 00	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3			
49 " 10	96,000 00	Buctouche and Moucton Railway, N.B.	101,600 00
50-1 " 24	6,400 00		
47 " 8	51,200 00	Albert Southern Railway, N B.	50,460 00
52 " 3			
50-1 " 24	65,200 00	Lake Temiscamingue Colonization Railway, Quebec	310,335 95
57-8 " 4	274,940 00		
49 " 10	38,400 00	Joggins Railway, N.S	37.500 00
50-1 " 24	4,000 00		
45 " 14	240,000 00	Témiscouata Railway, N.B., and Quebec	645,950 00
48-9 " 58	258,000 00		
51 " 3	100,000 00		
53 " 2	51,200 00		
48-9 " 59	44,800 00	Leamington and Saint Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00		
49 " 10	16,000 00	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	Dominion Lime Co., Quebec	15,360 00
49 " 10	256,000 00	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2			
50-1 " 24	96,000 00	Drummond County Railway, Quebec	423,936 00
52 " 3	14,400 00		
53 " 2	76,800 00		
57-8 " 4	96,000 00		
48-9 " 59	128,000 00	Brockville, Westport and Sault Ste. Marie Ry., Ont.	105,200 00
53 " 2			
54-5 " 8	64,000 00		
57-8 " 4			
49 " 10	32,000 00	Montreal and Lake Maskinongé Railway, Québec	41,280 00
53 " 2	10,200 00		
50-1 " 24	54,400 00	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	Guelph Junction Railway, Ontario	46.000 00
48-9 " 59	22,400 00	Belleville and North Hastings Railway, Ontario	21,888 00
49 " 10			
49 " 10	108,800 00	Hereford Railway, Quebec	155,200 00
52 " 3	48,000 00		
50-1 " 24	118,400 00	Lake Erie and Detroit River Railway, Ontario	475,851 00
55-6 " 5	224,000 00		
62-3 " 7	*		
50-1 " 24	62,400 00	Beauharnois Junction Railway, Quebec	62,400 00
56 " 2			
50-1 " 24	138,400 00	St. Catharines and Niagara Central Railway, Ontario	38,400 00
55-6 " 5	108,000 00		
57-8 " 4	108,800 00		
52 " 3	30,000 00	Fredericton and St. Mary's Railway Bridge Co., N. B.	30,000 00
50-1 " 24	9,600 00	Harvey Branch Railway Co., N.-B	5,553 57
55-6 " 5	240,000 00	Nova Scotia Central Railway Co., N. S.	235,200 00
61 " 1			
50-1 " 24	44,800 00	Cumberland Railway and Coal Co., N. S	39,850 00
52 " 3	19,200 00	Pontiac and Renfrew Railway Co., Ontario	13,600 00
52 " 3	54,400 00	Thousand Islands Railway Co., Ontario	29,840 00
63-4 " 8	*		
		Carried forward	10,277,835 56

been entered into and Payments made up to March 31, 1910—*Continued.*

PAYMENTS.							Total March 31, 1910.
1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
		86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	248,921 02
							113,440 00
							217,600 00
							11,200 00
							40,345 00
							144,000 00
							101,600 00
							50,460 00
							310,335 95
							37,500 00
							645,950 00
							51,200 00
							14,656 00
							15,360 00
							256,000 00
							423,936 00
			35,600 00				140,800 00
							41,280 00
							54,400 00
							46,000 00
							21,888 00
							155,200 00
							475,851 00
							62,400 00
							38,400 00
							30,000 00
							5,553 57
							235,200 00
							39,850 00
							13,600 00
							29,840 00
		86,016 00	103,312 00	385,981 09	55,449 60	164,172 29	11,072,766 54

STATEMENT showing the subsidies voted for Railways as to which Contracts have

Subsidies Voted. Authority.	Subsidies Voted. Amount.	Railways.	July 1, 1883, to June 30, 1903.
	$ c.		$ cts.
		Brought forward.....	10,277,835 56
52 Vic., chap. 3 56 " 3	96,000 00	Quebec. Montmorency and Charlevoix, Ry. Co. Quebec	96,000 00
52 " 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario................	375,000 00
50-1 " 24 57-8 " 4	57,600 00	Brantford, Waterloo and Lake Erie, Railway, Ontario	57,600 00
51 " 3 53 " 2	287,200 00	Port Arthur, Duluth and Western Railway, Ontario...	271,200 00
50-1 " 24 53 " 2 54-5 " 8 57-8 " 4	192,000 00	Montreal and Ottawa Railway, Ontario............	192,000 00
50-1 " 24 52 " 3	44,800 00	Cornwallis Valley Railway, N.S.....	44,800 00
52 " 3 57-8 " 6 60-1 " 4	320,000 00 64,000 00 *	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Railway.............	292,320 00
47 " 8 51 " 3 52 " 3 53 " 2 57-8 " 4 61 " 1 62-3 " 1	83,612 54 142,400 00 48,000 00	Central Railway, N.B.....	226,012 54
53 " 2	361,270 00	Montreal and Western Railway, Quebec..	361,270 00
52 " 3	128,000 00	Parry Sound Colonization Railway, Ontario.....	152,800 00
57-8 " 4 52 " 3	64,000 00 163,200 00	Shuswap and Okanagan, Railway, B.C.............	163,200 00
54-5 " 8 53 " 2 55-6 " 5	89,600 00 35,200 00 9,600 00	Tobique, Valley Railway N. B	134,016 00
53 " 2	112,000 00	Columbia and Kootenay Railway, B.C................	88,800 00
53 " 2	35,200 00	Waterloo Junction Railway, Ontario..................	32,800 00
53 " 2	99,200 00	Orford, Mountain Railway, Quebec.....	84,800 00
53 " 2 55-6 " 5	57,600 00 25,024 00	St. Lawrence and Adirondack Railway, Quebec.....	149,481 60
55-6 " 5	*40,000 00	New Glasgow Iron, Coal and Railway Co., N.S........	39,840 00
56 " 2 57-8 " 4	102,400 00 102,400 00	United Counties Railway, Quebec..................	188,816 00
55-6 " 5	*21,600 00	Philipsburg Junction Ry. Quarry Company, Quebec....	23,712 00
55-6 " 5	*430,400 00	Ottawa, Arnprior and Parry Sound Railway, Ontario..	779,712 00
56 " 2 57-8 " 4 60-61 " 4	67,200 00 38,400 00 66,000 00	Montfort Colonization Railway, Quebec............	167,440 00
55-6 " 5 57-8 " 4	48,000 00 48,000 00	Lotbinière and Mégantic Railway, Quebec...	96,000 00
56 " 2	48,000 00	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont...	39,744 00
55-6 " 5	80,000 00	Canadian Pacific Ry., B.C., Revelstoke to Arrow Lake.	80,000 00
57-8 " 4	121,600 00	Nakusp and Slocan, Railway, B.C....................	117,760 00
55-7 " 5	89,600 00	Dominion Coal Company, N.S........................	87,808 00
56 " 2	22,400 00	Oshawa Railway and Navigation Company, Ontario...	22,400 00
57-8 " 4	*51,200 00	Tilsonburg, Lake Erie and Pacific Railway, Ontario....	113,431 48
56 " 2	*11,200 00	St. Stephen's and Milltown Railway, N.B............	14,848 00
57-8 " 4	*38,400 00	Gulf Shore Railway Company, N.B.................	53,699 20
57-8 " 4	9,000 00	Cap de la Madeleine Railway, Quebec.................	7,424 00
56 " 2	32,000 00	Ontario, Belmont and Northern Ry. Company, Ont....	30,720 00
*	*	Coast line of Nova Scotia,now Halifax and Yarmouth R.	150,400 00
*	*	Ottawa and New York Railway Company, Ontario....	262.384 00
		Carried forward......................	15,276,074 38

been entered into and Payments made up to March 31, 1910—*Continued.*

Payments.							Total March 31, 1910.
1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
		86,016 00	103,312 00	385,981 09	55,449 60	164,172 29	11,072,766 54
							96,000 00
							375,000 00
							57,600 00
							271,200 00
							192,000 00
							44,800 00
118,368 00				4,243 20			414,931 20
							226,012 54
							361,270 00
							152,800 00
							163,200 00
							134,016 00
							88,800 00
							32,800 00
	38,250 00	45,764 50		24,128 00			192,942 50
							149,481 60
							39,840 00
							188,816 00
							23,712 00
							779,712 00
							167,440 00
							96,000 00
							39,744 00
							80,000 00
							117,760 00
							87,808 00
							22,400 00
4,000 00							117,431 48
							14,848 00
							53,699 20
							7,424 00
							30,720 00
9,600 00							160,000 00
							262,384 00
131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	16,323,359 06

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

Subsidies Voted.		Railways.	July 1, 1883, to June 30, 1903.
Authority.	Amount.		
	$ c.		$ cts.
		Brought forward	15,276.074 38
60-61 Vic., c. 5	3,630,000 00	Canadian Pacific Railway Co., B.C. (Crow's nest Pass).	3,381,774 00
60-61 " 4 63 " 3	500,000 00	Grand Trunk Ry. Co., 'Victoria Jubilee Bridge,' Que.	500,000 00
*	*	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co	46,930 00
*	*	East Richelieu Railway Co, Quebec	69,952 00
*	*	South Shore Railway (Quebec, Montreal and Southern)	119,290 19
*	*	Pembroke Southern Railway, Ontario.	64.000 00
*	*	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	Inverness and Richmond Co., N.S., now Inverness Ry. and Coal Co.	311,375 53
*	*	Canadian Northern Railway Co., Ontario, Manitoba and N.W.T.	1,534,976 00
*	*	Canadian Pacific Railway Co. (Pipestone Branch)	160,000 00
*	*	Central Ontario Railway Co., Ontario	67,200 00
*	*	Midland Railway Co., N S.	360,450 30
62-3 Vic., c. 7 63-4 " 8	1,000,000 00	Quebec Bridge Co., Quebec	374,353 33
*	*	St. Mary River Railway Co., N.W.T.	75,000 00
60-1 Vic., c. 4 63-4 " 2	212,500 00	Pontiac and Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00
1 Ed. VII, c. 7	*	Atlantic and Lake Superior Railway Quebec	67,153 98
1 " 7	*	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	*	York and Carleton Railway, N.B	18,336 00
62-3 " 7 63-4 " 8 1 Ed. VII, c. 7	*	Algoma Central and Hudson Bay Railway, Ontario	583,536 00
*	*	Cape Breton Extension Railway, N.S	65,280 00
*	*	Can. Pacific Ry. Co. (Kootenay and Arrowhead Br'ch).	42,771 00
*	*	" (Selkirk Branch)	83,200 00
*	*	" (Dyment Branch)	23,336 00
*	*	" (Waskada Branch)	50,480 00
*	*	Manitoulin and North Shore Railway Co., Ont	32,000 00
*	*	Bay of Quinté Railway Ont.	19,200 00
*	*	Bruce Mines and Algoma Railway, Ont	28,800 00
*	*	Magnetawan River Railway Co., Ont.	3,552 00
*	*	The Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	
*	*	Canadian Pacific Ry. Co. (Pheasant Hill Branch)	
*	*	Halifax and Southwestern Railway Co., N.S	
*	*	Northern Colonization Railway Co., Quebec	
*	*	New Brunswick Coal and Railway Co., N.B.	
*	*	Schomberg and Aurora Railway Co., Ont.	
*	*	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont	
*	*	Middleton and Victoria Beach Ry. Co., N.S.	
*	*	Beersville Coal and Railway Co., N.B.	
3 Ed. VII, c. 57	*	Nicola, Kamloops and Similkameen Coal and Ry. Co.	
4 " 34	*	Canadian Pacific Railway (Staynerville Branch).,	
6 " 43	*	Klondike Mines Railway.	
6 " 43	*	Kettle River Valley Ry. Co., B.C.	
6 " 43	*	Colchester Coal and Ry. Co,, N.S.	
3 " 57	*	Minudie Coal Co., N.S	
6 " 43	*	Atlantic, Quebec and Western Ry. Co., Quebec.	
6 " 43	*	Napierville Jct. Ry. Co., Quebec.	
6-7 " 40	*	Edmonton, Yukon and Pacific Ry. Co., Alberta	
6-7 " 40	*	Canadian Northern Ontario Ry. Co., formerly James Bay Ry. Co., Ontario	
		Carried forward	23,657,402 71

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† Of this amount $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

been entered into and Payments made up to March 31, 1910 —*Continued.*

Payments.							Total March 31, 1910.
1903–1904.	1904–1905.	1905–1906.	1906–1907.	1907–1908.	1908–1909.	1909–1910.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
131,968 00	38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	16,323,359 06
......	......	......	......	......	......	......	3.404,720 00
......	......	......	......	......	......	......	500,000 00
30,208 00	......	50,070 07	51,200 00	......	189,849 60	187,494 40	555,752 07
......	......	......	......	......	43,414 55	......	69,952 00
80,494 16	3,456 46	......	......	......	......	184,320 00	†430,975 36
......	......	......	......	......	......	......	64,000 00
......	......	......	......	......	......	......	5,376 00
57,170 44	......	......	......	......	......	......	368,545 97
374,156 00	......	......	......	......	......	......	1,909,132 00
......	......	......	......	......	......	......	160,000 00
......	......	......	......	76.861 36	35,404 64	......	179,466 00
1,750 00	......	......	4,967 70	31,892 40	......	......	399,060 40
......	......	......	......	......	......	......	374,353 33
40,960 00	32,134 00	......	......	......	......	......	148,094 00
......	......	......	......	......	......	......	212,500 00
37,000 00	42,336 86	......	*‡1,521 82*	......	......	......	*a*144,969 02
......	......	......	......	......	......	......	58,560 00
......	......	......	......	14,560 00	......	......	32,896 00
......	341,440 00	......	......	......	......	......	924,976 00
117,120 00	......	......	......	......	......	14,400 00	196,800 00
17,842 85	4,176 15	89,076 00	......	......	......	......	153,866 00
......	......	......	......	......	......	......	83,200 00
......	......	......	......	......	......	......	22,336 00
13,520 00	......	......	......	......	......	......	64,000 00
......	......	......	......	......	......	......	32,000 00
49,920 00	......	......	72,602 45	......	......	......	141,722 45
......	25,120 00	......	......	......	......	......	53,920 00
......	......	......	......	......	......	......	3,552 00
191,595 00	......	116,000 00	84,224 75	......	......	......	391,819 75
378,624 00	56,576 00	......	......	......	......	......	435,200 00
135,422 00	291,842 00	176,512 00	268,107 20	316,567 73	......	......	1,238,450 93
58,384 00	......	75,376 00	......	......	68,320 00	153,120 00	355,200 00
48,000 00	......	......	......	......	......	......	48,000 00
46,144 00	......	......	......	......	......	......	46,144 00
......	185,173 06	......	......	......	......	......	185,173 06
......	47,789 00	50,303 80	27,667 20	......	......	......	125,760 00
......	20,736 00	......	......	......	......	......	20,736 00
......	......	110,592 00	......	190,208 00	......	......	300,800 00
......	......	......	9,600 00	3,424 00	......	......	13,024 00
......	......	......	96,000 00	101,184 00	......	......	197,184 00
......	......	......	......	97,771 52	......	......	97,771 52
......	......	......	......	12,800 00	......	......	12,800 00
......	......	......	......	18,544 00	......	......	18,544 00
......	......	......	......	64,000 00	92,672 00	208,896 00	365,568 00
......	......	......	......	173,440 00	......	......	173,440 00
......	......	......	......	91,200 00	......	......	91,200 00
......	......	651,264 00	420,608 00	244,224 00	556,864 00	250,982 40	2,123,942 40
1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	32,087,456 23

a Amount actually paid after deductions amounting to $1,521.82 made in 1905–06 (being for refunds, duplicate claims, &c,) from the total of $146,490.84, previously reported, for which cheques had issued.

‡ Refunds for duplicate claims and claims still unpaid.

STATEMENT showing Subsidies voted for Railways as to which Contracts

Subsidies Voted.		Railways.	July 1, 1883 to June 30, 1903.
Authority.	Amount.		
	$ cts.		$ cts.
		Brought forward	23,657,402 71
7-8 Ed. VII, c.63	*	Maritime Coal and Ry. Co	....
7-8 " 63	*	St. Mary and Western Ontario Ry. Co	....
7-8 " 63	*	North Shore Ry. Co	....
7-8 " 63	*	St. Maurice Valley Ry. Co	....
7-8 " 63	*	Grand Trunk Pacific Ry. Co	....
6 " 43	*	Canadian Pacific Ry. Co., Teulon to Icelandic River	....
7-8 " 63	*	Canadian Pacific Ry. Co., Moosejaw northwesterly	....
			23,657,402 71
	186,600 annually for 20 years.	Atlantic and Northwestern Railway	2,425,800 00
37 Vic., ch. 14 46 " 2	1,525,250 00	Canada Central Railway	1,525,250 00
47 " 8 48-9 " 58	1,500,000 00	Canadian Pacific, extension	1,500,000 00
		Totals	29,295,052 71

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII., Cap. 7, 40, and 7-8 Edward VII., Cap. 63, authorize $3,200 per mile subsidy if the cost does not average of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1910.

have been entered into and Payments made up to March 31, 1910 —*Concluded.*

Payments.							Total March 31, 1910.
1903-1904.	1904-1905	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	32,087,456 23
....	....	....	....	....	3,200 00	....	3,200 00
....	....	....	....	....	67,344 00	....	67,344 00
....	....	....	....	....	6,880 00	....	6,880 00
....	....	....	....	....	112,640 00	....	112,640 00
....	....	....	....	....	367,249 00	550,551 96	367,249 00
....	....	....	....	....	....	30,800 00	30,800 00
....	....	....	....	....	....	303,360 00	303,360 00
1,860,278 45	1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,599,287 39	2,048,097 05	34,695,866 28
186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	186,600 00	....	3,732,000 00
....	....	....	....	....	....	....	1,525,250 00
....	....	....	....	....	....	....	1,500,000 00
2,046,878 45	1,275,629 53	1,637,574 37	1,323,367 48	2,037,629 30	1,785,887 39	2,048,097 05	41,450,116 28

3 Edward VII., Cap. 57, 4 Edward VII., Cap. 34, 6 Edward VII., Cap. 43, 6-7 Edward VII., Cap. more than $15,000 per mile, if over that amount, a further sum of fifty per cent on so much exceeding in the whole the sum of $6,400 per mile.

W. C. LITTLE,
Accountant.

PART II

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1909-10

SHOWING

(1) Money subsidy agreements with railway companies.
(2) Contracts entered into during the year.
(3) Leases of water-powers and properties granted.
(4) Property conveyed by the Crown and lands conveyed to the Crown.
(5) Damages released.

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1909.				1909.
17992	Oct. 20....	Atlantic, Quebec and Western Ry. Co.	28 bridges on line of company's railway.	Can., 1908, c. 63.	July 29....
17631*	April 5....	Canadian Northern Quebec Ry. Co.	From or from near Garneau Jct. to Quebec, with branch lines towards Quebec bridge.	Can., 1908, c. 63.	Feb. 1 ...
17792	June 28....	" "	From Hawkesbury to Ottawa, 60 miles.	Can., 1908, c. 63.	March 9....
17802†	July 7....	Cape Breton Ry. Co., Ltd.	From Point Hawkesbury or Point Tupper on Strait of Canso to St. Peters.	Can., 1908, c. 63.	May 15....
17831	July 22....	Matane and Gaspé Ry. Co.	From point at or near Ste. Flavie on I.C. Ry. to Matane in lieu of subsidy granted by c. 43 of 1906.	Can., 1908, c. 63.	April 16 ...
					1908.
18053‡	Nov. 23....	The Manitoulin and North Shore Ry. Co.	(*a*) From a point on the said line of railway, between Little Current and Sudbury westerly towards the Algoma Central and Hudson Bay Railway, 100 miles; (*b*) from Little Current crossing C.P.R. at or near Stanley and thence to Sudbury, 64 miles. (*c*) from point near Sudbury, northerly 30 miles in lieu of the subsidies granted by Cap. 43 of 1906, S. 1, item 1, not exceeding in all 194 miles.	Can., 1908, c. 63.	Nov. 21....
					1909.
18069	Dec. 7....	Quebec Central Ry.Co.	From St. George to or towards St. Justine.	Can., 1908, c. 63.	July 29....
18082	Dec. 14....	Tobique & Campbellton Ry. Co.	From point on Canadian Pacific Railway at or near Plaster Rock to Riley Brook.	Can., 1908, c. 63.	Nov. 1....
	1910.				
18114	Jan. 10....	Quebec and Lake St. John Ry. Co.	From end of 35th mile of La Tuque branch on St. Maurice river, to La Tuque Falls.	Can., 1908, c. 63.	Dec. 9....

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*Assigned to Canadian Northern Ontario Railway Company by Assignment No. 17931, dated Aug. 30, 1909.
†Cancels and supersedes No. 13948 of Sept. 15, 1900.
‡Cancels and supersedes No. 14690 of May 15, 1902.

entered into during the Fiscal Year ended March 31, 1910.

AMOUNT OF SUBSIDY.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not exceeding								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
....	250,000	....	......	....	....	....	....	....	Aug. 1, 1912
3,200	6,400	83	152.80	955	50	20	15	56	July 31, 1910
3,200	6,400	60	26	955	50	20	15	56	Aug. 1, 1910
3,200	6,400	31	80	819	50	20	15	56	Dec. 31, 1910
3,200	6,400	38	42	955	50	20	15	56	Aug. 1, 1912
3,200	6,400	194	79	12°	50	20	15	56	Nov. 30, 1911
3,200	6,400	30	63	955	50	20	15	56	Dec. 1, 1910
3,200	6,400	28	80	819 or 7°	50	20	15	56	Dec. 1, 1911
3,200	6,400	5	152.80	717	50	20	15	56	Sept. 1, 1910

H. F. ALWARD,
Departmental Solicitor.

CONTRACTS entered into during the Fiscal Year ended March 31, 1910.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
17625	April 1	New Brunswick Wire Fence Company, Ltd.	Erection of fencing on line of Intercolonial Railway.
17632	“ 16	Wm. Hood & Sons	Repairs to railway between Indiantown and Blackville
17653	“ 23	Rhodes, Curry & Company, Ltd	Deliver 150 box cars.
17673	“ 16	The Vaughan Electric Company, Ltd.	Install fire alarm box, &c., for yard station grain elevators and sheds at St. John, N.B.
17689	May 4	Farquhar Brothers	Electric wiring of passenger station, &c., at Maccan, N.S
17690	“ 4	Babcock & Wilcox, Ltd	Complete installation of present 500 h.p. and install additional Babcock boiler of 500 h.p., &c.
17693	“ 4	New Brunswick Telephone Company	Replacing of telephone instruments in the several stations and offices of the Intercolonial Railway in the towns and cities along company's long line system in New Brunswick.
17694	“ 5	Rhodes, Curry and Company, Ltd	Deliver 2,500 33-inch car wheels, 5-in. core.
17704	“ 12	Canada Foundry Company, Ltd.	Supply, &c., 15-inch lap-welded steam heater for the boilers in power house at Moncton, N.B.
17705	“ 10	Canada Iron and Foundry Company, Ltd.	Deliver 1,500 33-inch car wheels, 4½-inch core.
17707	“ 12	Emil A. Wallberg.	Supply, &c., fan system of heating for machine shop, erecting shop, &c., at Rivière du Loup, Que.
17709	“ 12	W. I. Snook & Company	Electric wiring of round house, &c., at Newcastle, N.B.
17710	“ 25	Jno. L. Richardson & Company,	Deliver 1,000 33-inch car wheels, 5-inch core.
17738	June 3	A. A. Portugais	Install hot water heating plant at Amqui, Que.
17786	“ 11	A. Charles Thompson	Install plumbing and heating system in Iona station, N.S.
17787	“ 21	Wm. Gall as (The Shade Electric Co.)	Electric wiring of new train service building at Chaudiere Junction, Que.
17790	“ 24	Crossen Car Mfg. Co. of Cobourg	Deliver three (3) baggage cars.
17791	“ 26	Wm. A. and John M. Skidd	Install ten 16 c.p. incandescent lamps at new freight shed at Bathurst, N.B.
17823	July 23	F. A. Ronan & Company	Erect fencing on Intercolonial Railway in district No. 10, Dartmouth to Windsor.
17827	“ 22	Montreal Steel Works, Ltd	Install mechanical interlocking switch and signal plant with electric lock on machine at Buctouche Junction, on line of Intercolonial Railway.
17869	Aug. 7	George H. Evans	Supply, &c., one 10-ton, 3 motor electric travelling crane in Intercolonial Railway shops at Rivière du Loup, Que.
17874	“ 10	W. C. Wetmore & Company	Install hot water heating apparatus in station building at Maccan, N.S.
17917	Sept. 1	Hiram G. V. Farrar	Electric wiring freight shed at Campbellton, N.B.
17918	Aug. 4	Chappell Bros. & Co., Ltd	Addition to freight shed at Merigomish, N.S.
17919	“ 1	Goulette & Laviolette	Construct and erect freight shed at Loggieville, N.B.
17920	“ 1	S. E. Bowser & Company, Ltd	Supply and install necessary equipment in Intercolonial Railway oil houses at Kempt Road yards, Halifax, N.S.
17921	“ 1	Fred Forrester	Erect, &c., combined baggage, coal and oil building at Hampton, N.B.
17922	“ 1	Florian Dumont	Erect, &c., combined baggage, coal and oil building at Montmagny, Que.
17923	“ 1	T. A. Barnhill & Company	Erect rest house at Point Tupper.
17924	“ 1	C. E. Fish	Extension to water system at Harcourt, N.S.
17925	“ 1	Frank W. Wilson	Extension of water system at Sussex, N.B.
17945	“ 22	Preston Car & Coach Co., Ltd	Deliver one (1) baggage car.
17955	“ 25	H. J. McManus	Extension to water works at St. Charles Junction and Little Metis, Que.
17956	“ 18	Cloutier & Gaudreau	Erect combined station, &c., at Carmel, Que .
17963	Oct. 1	Zenon Ouellet	Erect addition to existing freight shed and baggage room at St. Pascal, Que.
17965	“ 5	Zenon Ouellet	Construct combined station and dwelling, combined freight and baggage building and a combined coal oil and privy building at Daveluyville, Que.
17986	“ 11	Chappel Bros. & Co., Ltd	Erect addition to freight shed on wharf at North Sydney, C.B.
17999	“ 28	Frank W. Wilson	Erect 50,000 gallon water tanks at Windsor Junction, N.S., Rogersville and Beaver Brook, N.B., and Cedar Hall, Que.
18009	“ 29	Oxford Foundry & Machine Co.	Addition to freight office and installation of hot water heating in freight shed at New Glasgow,

CONTRACTS entered into during the Fiscal Year ended March 31, 1910—*Continued.*

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
18025	Nov. 8..	H. Boulay et Cie..................	Erect freight shed, &c., at Lac au Saumon, Que.
18026	" 2..	Dumont & McLean................	Construct addition of six (6) stalls to brick engine house at Rivière du Loup, Que.
18033	" 8..	Corporation of the Town of Stellarton.	Supply water.
18041	" 17..	Provincial Steel Company..........	For the rerolling of used rails weighing 110 lbs. per yard His Majesty furnishing the used rails.
18042	Nov. 17..	H. Boulay & Cie.................	Erect and complete extension to existing freight shed at St. Alexis, Que.
18052	" 20..	A. E. Hamilton....................	Erect car repair shop at St. John, N.B.
18070	Dec. 7..	Rhodes, Curry & Company, Ltd....	Delivery of 5,500, 33 in. car wheels.
18071	" 11..	Wm. Watson......................	Install toilet accommodation and plumbing in station at Dorchester, N.B.
18085	" 14..	Rhodes, Curry & Co	Deliver six (6) 80,000 lbs. box-baggage cars.
18104	" 27..	H. G. Hagen......................	Construct and complete 6 in. terra cotta drain for station building at Dorchester, N.B.
	1910.		
18112	Jan. 7..	Canadian Locomotive Company, Limited.	10 simple consolidation locomotives.
18119	" 10..	Henry Swim......................	Erect, &c., combined station and dwelling at Cross Creek station, county of Northumberland, N.B.
18183	" 29..	Allis-Chalmers Bullock, Ltd........	Supply and install electric power plant in Tower house at Rivière du Loup, Que.
18210	Feb. 15..	Lachance & Fils..................	Addition to freight shed and enlarging of office at Rivière du Loup, Que.
18211	" 15..	Montreal Locomotive Works, Limited.	Deliver one (1) 'Pacific Type' passenger locomotive.
18239	Oct. 8..	Great Northwestern Telegraph Company.	For repeating of messages at Quebec.
18240	March 7..	Laura M. McManus...............	Extension of water service pipe line and construction of dam at Cedar Hall, Que.
18250	" 15..	Renous Bridge Lumber Company, Limited.	Erect combined passenger station and freight room at Renous, N.B.
18253	" 15..	Louis E. Couture..................	Construction of siding at Lévis, Que.
18254	" 19..	Laura M. McManus...............	Erect fencing from Campbellton, &c.
18271	Feb. 7..	City of Halifax....................	Supply water at Richmond street station, Deep Water Terminus and Willow Park yards, all in Halifax.

PRINCE EDWARD ISLAND RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
17624	April 1..	John M. Clark.....................	Erect extension to railway wharf at Souris.
	1908.		
17675*	Aug. 15..	E. A. Wallberg....................	Erection of power house and a chimney at Charlottetown, P.E.I.
	1909.		
17826	July 23..	Thomas Campbell.................	Erect extension to railway wharf at Charlottetown, P.E.I.
17832	" 26..	J. M. Clark........................	Erect freight shed on wharf at Charlottetown, P.E.I.
17926	Sept. 1..	Whitehead Bros....................	Construct branch line of railway from Harmony station to Elmira.
17944	" 18..	D. R. Morrison & P. G. Clark......	Construct 20-stall brick engine house, turntable foundation, &c., at Charlottetown, P.E.I.
18043	Nov. 17..	Canada Foundry Co., Ltd..........	Deliver one (1) 55-foot steel through turntable at Charlottetown, P.E.I.

QUEBEC BRIDGE.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18113	Jan. 10..	M. P. and J. T. Davis..............	Substructure of Quebec bridge.

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* Too late for last year's report.

CONTRACTS entered into during the Fiscal Year ended March 31, 1910—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	Description.
		BEAUHARNOIS CANAL.	
	1909.		
17981	Oct. 5..	Alfred Cossette..................	Crushed stone for macadamizing portion of public road on Hungry Bay Dyke, county of Beauharnois, Que.
		CHAMBLY CANAL.	
	1909.		
18101	Dec. 27..	Phœnix Bridge and Iron Works, Limited.	Structural steel work for new power house at Chambly Canton, Que.
		CORNWALL CANAL.	
	1909.		
18038	Nov. 10..	Gordon R. Phillips................	Extension of concrete wall across wash-out in south bank of canal at lock No. 18.
	1910.		
18242	March 15..	Canada Cement Company, Limited.	Deliver 1,000 barrels of cement.
		FARRAN'S POINT.	
	1910.		
18248	March 15..	Canada Cement Company, Limited.	Deliver 3,350 barrels of cement for Ontario St. Lawrence Canals.
		GALOPS CANAL.	
	1909.		
17868	Aug. 6..	McCoy and Wilford...............	Removal of old wooden piers and bridges above and below lock 27 of canal, and rebuild same with concrete and steel.
		LACHINE CANAL.	
	1909.		
17766	June 1..	S. Paul..........................	Furnish tug for towing of vessels through lock No. 2.
17825	July 15..	Canada Foundry Company, Limited.	Supply and erect roller lift bridge over canal.
	1910.		
18247	Mar. 15..	Canada Cement Company, Limited.	Deliver 34,750 barrels of cement.
18280	" 23..	M. Connolly......................	Construct concrete walls to improve the approach to the St. Gabriel locks.
		RIDEAU CANAL.	
	1909.		
17706	May 12..	Hurdman Lumber Company........	Supply timber for 1909 and 1910.
17822	July 20..	Fallon Brothers..................	Construct abutments and approaches of highway bridge at Kingston Mills, Ont.
17824	" 22..	Hamilton Bridge Works Company, Limited.	Erect highway bridge at Kingston Mills lock station.
18023	Nov. 4..	International Marine Signal Company, Limited.	To lay rectangular steel plate covering required on timber retaining dam at Black Rapids lock station.
	1910.		
18244	Mar. 15..	Canada Cement Company, Limited.	Deliver 1,500 barrels of cement.

CONTRACTS entered into during the Fiscal Year ended March 31, 1910—*Continued.*

SAULT STE. MARIE CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
17957	Sept. 18..	J. J. Collins	Rebuild north pier of upper entrance to canal.
17992	Oct. 16..	Roger Miller & Sons	Construct 7 pairs of gates for lift lock of canal.
17998	" 23..	J. J. Collins	Deepen and widen channel way of upper entrance of canal.
	1910.		
18249	Mar. 15..	Canada Cement Company, Limited.	Deliver 250 barrels of cement.

SOULANGES CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
17736	June 3..	The Hall Engineering Works	Construct, &c., 2 winches on deck of gate lifter.

TRENT CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
17703	May 7..	Herbert B. Collier	Deliver 96 operating machines, 96 sets of anchorage fittings and 96 pivots for lock gates.
17938	Sept. 10..	William Hamilton, Company Limited.	Deliver metal-works for lock gates of Rosedale and Lindsay locks.
18086	Dec. 14..	Bishop & Buchanan	Concrete metal-works for lock gates of Rosedale and Lindsay locks.
	1910.		
18245	Mar. 15..	Canada Cement Company, Limited.	Deliver 102,000 harrels of cement.

WELLAND CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1909.		
17616	April 1..	David Walker and Wm. Walker	Repair foundation at lock No. 2.
17746	June 9..	David Walker	Placing of stone protection along certain portions of summit level of canal, between Thorold and Port Colborne, Ont.
17959	Sept. 23..	Hamilton Bridge Works Company, Limited.	Erection of steel highway bridge over raceway near old lock No. 2 of Old Welland canal, St. Catharines, Ont.
	1910.		
18118	Jan. 10..	M. Beatty & Sons, Limited	Construct steel pontoon gate lifter.
18246	Mar. 15..	Canada Cement Company, Limited.	Deliver 800 harrels of cement.

H. F. ALWARD,
Departmental Solicitor.

WATER POWER and other Public Property leased by the Department of

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1909.		
17672	April 26	Transcontinental Railway Commissioners.	*Re* granting permission to cross Intercolonial Railway by Transcontinental Railway at mileage 4.65, county of Lévis, Que.
17754	June 9	Emile Paturel	Land at Point du Chene, N.B.
17801	" 30	James H. Adams	Land at Glen Emma, Bonaventure county, Que.
17838	July 23	Albert Cowperthwaite	Privilege to lay, &c., 1 inch iron pipe across lands and under tracks of railway about 2 miles north of Durham station.
17870	Aug. 7	Robert Finley	Land at Aulac, N.B.
17927	Sept. 1	Geo. Cooper and Jas. P. Cunningham.	Land at Shediac station, N.B.
17932	" 10	Louison Lumber Co., Ltd.	Land at Nashes Creek, Restigouche county, N.B.
17934	" 1	E. A. Goodwiu	Privilege to lay, &c., a 1¼-in. gas pipe along railway lands at Moncton, N.B.
17935	" 10	Angus McLellan	Land on Dalhousie St., Campbellton, N.B.
17946	" 22	Starr Mfg. Co., Ltd.	Priviledge to lay, &c., 8-in. terra cotta sewer pipe across lands and tracks of railway at Dartmouth, N.S.
17967	" 29	Ronald Chisholm	Land at Yankee Grant, N.B.
17988	Oct. 9	Robert Crawford	The right, &c., to lay, &c., 6-in. terra cotta sewer pipe across Intercolonial Railway right of way at Campbellton, N.B.
17989	" 11	S. H. Dimock	To erect, &c., telephone line over and across Intercolonial Railway right of way about 3 miles east of Campbellton, N.B.
18002	" 23	Transcontinental Railway Commissioners.	Right and privilege to lay 6 in. cast iron water pipe across Intercolonial Railway right of way at McGivney's Junction, N.B.
18004	" 23	James Jocelyn	Privilege to lay and maintain 1 in. water pipe across lands and under tracks of the Intercolonial Railway at Antigonish, N.S.
18012	" 29	J. E. Morisette	Land at Assametquaghan, Que.
18027	Nov. 8	MacKay Milling Co., Ltd.	Land at North Sydney, C.B., N.S.
18031	" 9	Corporation of the Town of Fraserville, Que.	Land at Fraserville, Que.
18046	" 17	Wilfred Irvine	Land at Assametquaghan, county of Bonaventure, Que.
18056	" 23	British Nathaniel Tryan Underhill.	Two parcels of railway land at Underhill, county of Northumberland, N.B.
18063	" 26	Ernest Charette.	Land at Rivière du Loup, county of Temiscouata, Que.
18073	Dec. 1	Brown Machine Co., Ltd.	Lay 6 in. water pipe at New Glasgow, N.S.
18074	Nov. 24	Stephen Bros.	Land at Windsor Junction, N.S.
18083	Dec. 14	Jas. D. LeBlanc	Land at Moncton, N.B.
18084	" 14	Arch. Fraser.	Land at Falleigh Station, county of Colchester, N.S.
18089	" 18	The MacKay Mining Co., Ltd.	Land at Sydney, N.S.
18099	" 9	Imperial Oil Co., Ltd.	Privilege to pass and repass over strip of land on Campbell Road, city and county of Halifax, N.S.
18100	Sept. 15	Imperial Oil Co., Ltd.	Land and right of way over 906 square feet of land on Campbell Road, city and county of Halifax, N.S.
*18102	Dec. 27	Spence McLean	Land on west side of Stanley St., St. John, N.B.; and sale of dwelling house thereon.
	1910.		
18116	Jan. 7	R. W. Scribner	Land at Anagance, Kings county, N.B.
18173	" 22	Albert Caron	Land at St. Fabien, Rimouski.
18174	" 22	Blaise Vaillancourt	Land at St. Fabien, Rimouski.
18175	" 22	Alphonse Leclerc.	Land at St. Fabien, Rimouski.
18176	" 22	Thos. Belanger	The right, &c., to lay 1 in. galvanized iron water pipe across railway right of way, about one-half mile west of St. Simon, county of Rimouski, Que.
18177	" 22	Sixte Belanger	Land at St. Fabien, county of Rimouski, Que.
18178	" 22	Antoine Ouellet	Land at St. Fabien, county of Rimouski, Que
18179	" 22	Theophile Michaud	Land at St. Fabien, county of Rimouski, Que.
18180	" 22	Joseph Michaud	Land at St. Fabien, county of Rimouski, Que.
18184	" 22	Town of Truro	Privilege to lay, &c., 18 in. sewer pipe under tracks of railway on line of Cottage St.

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* Price of house $450.

Railways and Canals during the Fiscal Year ended March 31, 1910.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
....	....	....	April 1, 1909.	1 00	April 1..	April 1, 1909
1,667½ sq. ft...	....	During pleasure. .	May 1, 1909.	1 00	May 1..	May 1, 1909
547 sq. ft......	....	" ..	Jan. 1, 1909.	1 00	Jan. 1..	Jan. 1, 1909
....	....	" ..	May 1, 1909.	1 00	May 1..	May 1, 1909
5,000 sq. ft....	....	" ..	Dec. 1, 1908.	2 00	Dec. 1..	Dec. 1, 1908
6,824 sq. ft....	....	" ..	Nov. 1, 1906	5 00	Nov. 1..	Nov. 1, 1906
1,210 sq. ft....	....	" ..	Feb. 1, 1909.	1 00	Feb. 1..	Feb 1, 1909
....	....	" ..	July 1,1909..	1 00	July 1..	July 1, 1909
2.07 acres.....	....	" ..	Aug. 1, 1909.	10 00	Aug. 1..	Aug. 1, 1909
....	....	" ..	July 1, 1909.	1 00	July 1..	July 1, 1909
465 sq. ft	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
....	....	" ..	Sept. 1, 1909.	1 00	Sept. 1..	Sept. 1, 1909
....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
10,000 sq. ft...	....	" ..	July 1, 1909.	1 00	July 1..	July 1, 1909
0.1891 acre....	....	" ..	" 1, 1909.	1 00	July 1..	" 1, 1909
903 sq ft......	....	" ..	" 1, 1909.	1 00	" 1..	" 1 ,1909
0.22 acre......	....	" ..	Sept. 1, 1909.	1 00	Sept. 1..	Sept. 1, 1909
7,925 sq. ft....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
3,893 sq. ft....	....	" ..	Oct. 1, 1909.	4 00	Oct. 1..	Oct. 1, 1909
....	....	" ..	Nov. 1, 1909.	1 00	Nov. 1..	Nov. 1, 1909
0.22 acre......	....	" ..	Oct. 1, 1909.	1 00	Oct. 1..	Oct. 1, 1909
120 sq. ft......	....	" ..	Nov. 1, 1909.	1 00	Nov. 1..	Nov. 1, 1909
6,409 sq. ft....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
4,440 sq. ft....	....	" ..	" 1, 1909.	5 00	" 1..	" 1, 1909
....	....	21 yrs., renewable	Jan. 1, 1909.	1 00	Jan. 1..	Jan. 1, 1909
1,952 sq. ft....	....	During pleasure. .	" 1, 1009.	2 00	" 1..	" 1, 1909
2,960 sq. ft....	....	" ..	Nov. 1, 1909.	5 00	Nov. 1..	Nov. 1, 1909
750 sq. ft......	....	" ..	Dec. 1, 1909.	1 00	Dec. 1..	Dec. 1, 1909
0.137 acre. ...	....	" ..	Nov. 1, 1909.	1 00	Nov. 1..	Nov. 1, 1909
0.126 acre. ...	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
0.085 acre. ...	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
0,116 acre. ...	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
0.135 acre. ...	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
0.007 acre. ...	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
0,054 acre. ...	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
....	....	" ..	July 1, 1909.	1 00	July 1..	July 1, 1909

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* Cancelled.

WATER POWER and other Public Property leased by the Department of

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1910.		
18186	Jan. 25	Imperial Oil Company	Privilege to lay, &c., 9 wrought iron pipes across railway right of way at Fairview, N.S.
18212	Feb. 15	Trustees Y.M.C.A. of Campbellton.	Land at Campbellton, N.B.
18213	" 15	George St. Pierre & Co	Land at Rivière du Loup, Temiscouata county, Que.
18214	" 15	Sterling L. Stockton	Land at Petitcodiac, N.B.
18241	March 7	The Dartmouth Ferry Commission	Privilege to lay, &c., 2-12 in. sewer pipes, at Ferry Slip Crossing, Dartmouth, N.S.
18255	" 18	Corporation of the City of Sydney.	Right to lay, &c., 20 in. salt glazed vitrified clay sewage pipe over railway right of way at Sydney, C.B.
18256	" 23	Emile Paturel	Land at Point du Chêne, Westmorland county, N.B.
18273	" 30	The Swedish-Canadian Lumber Co., Ltd.	Land at Kent Junction, N.B.
18274	" 30	J. H. Stewart	Land at Antigonish, N.S.

PRINCE EDWARD

	1909.		
17840	July 26	Dept. Marine and Fisheries	Land in Souris, county of Kings, P.E.I.
18005	Oct. 20	J. T. Arbing	Land in lot No. 67, Queen's county, P.E.I.
18006	" 20	Benedict Ricbard	Land Lot No. 1, county of Prince, P.E.I.

BEAUHARNOIS

	1909.		
18078	Dec. 11	Valleyfield Electric Co., Ltd.	Part lot 830 on Grande Isle de Beauharnois, town Valleyfield, Que., and surplus water from River St. Lawrence at foot of St. Francis lake, &c.

CORNWALL

	1909.		
17982	Oct. 7	Montreal and Cornwall Nav. Co.	Land on south side of Water street, Cornwall, Ont.
17983	" 7	Richelieu and Ontario Nav. Co.	Land on south side of Water street, Cornwall, Ont.

GALOPS

	1909.		
17783	June 17	Customs Department	Certain buildings at Old Lock No. 26, Cardinal, Ont.
17785	" 23	W. E. Burchill, Hugh McArthur and Jas. W. Leacy.	Two parcels of canal reserve, village of Cardinal, township of Edwardsburg, county Grenville, Ont.
17933	Sept. 1	George Robinson	Land and land covered with water on north side of public highway on west half lot 30, concession 1, township of Matilda, county of Dundas, Ont.
17947	" 22	Mahlon F. Beach	Privilege to erect, &c., electric transmission line at the village of Iroquois

Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

RAILWAY—*Concluded.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
		During pleasure..	May 1, 1909.	1 00	May 1..	May 1, 1909
0·29 acres		21 yrs., renewable	Oct. 1, 1909.	10 00	Oct. 1..	Oct. 1, 1909
5·540 sq. ft		During pleasure..	" 1, 1909.	5 00	" 1..	" 1, 1909
1,800 sq. ft		" ..	July 1, 1909.	10 00	July 1..	July 1, 1909
		" ..	Dec. 1, 1909.	1 00	Dec. 1..	Dec. 1, 1909
		" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
3,197 sq. ft		" ..	May 1, 1910.	1 00	May 1..	May 1, 1910
3, 015 sq. ft		" ..	Jan. 1, 1910.	5 00	Jan. 1..	Jan. 1, 1910
13,100 sq. ft		" ..	Oct. 1. 1910.	2 50	Oct. 1..	Oct. 1, 1909

ISLAND RAILWAY.

4,800 sq. ft		During pleasure..	Sept. 1, 1904.	1 00	Sept. 1..	Sept. 1, 1904
270 sq. ft		" ..	July 1, 1909.	1 00	July 1..	July 1, 1909
1,200 sq. ft		" ..	Sept. 1, 1909.	1 00	Sept. 1..	Sept. 1, 1909

CANAL.

2,700 sq. ft	135 h.p	9 years	Jan. 1, 1910.	250 00	Jan. & July	Jan. 1, 1910

CANAL.

1,980 sq. ft		10 years	Aug. 1, 1909.	15 00	Aug. 1..	Aug. 1, 1909
980 sq. ft		10 years	" 1, 1909.	10 00	" 1..	" 1, 1909

CANAL.

		During pleasure..	June 1, 1909.	60 00	June 1..	June 1, 1909
		" ..	" 1, 1909.	5 00	" 1..	" 1, 1909
1·43 acres		" ..	July 1, 1909.	1 00	July 1..	July 1, 1909
		13 yrs., renewable	" 1, 1909.	1 00	" 1..	" 1, 1909

WATER POWER and other Public Property leased by the Department of

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands on Rights demised.
	1909.		
17634	April 13	Ottawa Forwarding Co., Ltd.	Space in flour shed No. 1 between flour basins Nos. 3 and 4
17654	" 14	Montreal Water and Power Co.	Privilege to lay, &c., 14 in. cast iron pipe across land and under canal in St. Henri
17696	" 28	Philomene Decarie	Privilege to lay, &c., 1 in. water pipe from canal to lot 1011, Lachine, and draw water
17697	May 3	The Davies, Limited	Privilege to lay, &c., 8 in. iron water pipe from canal at Wellington basin, St. Ann's ward, Montreal
17698	April 28	Canada Car Co., Ltd	Land on north side of canal
17699	May 5	Messrs. Latour & Dupuis	Canal reserve on south side of canal, above Côte St. Paul bridge, Montreal, P.Q.
17714	" 21	Dominion Guarantee Co., Ltd.	Privilege to lay, &c., 3 in. iron conduit under canal west of Seigneurs street bridge, &c.
17755	June 9	Parish Priest, parish of Holy Angels of Lachine.	Land forming south bank of old abandoned entrance to canal
17784	May 1	Canadian Pacific Railway Co.	Land on south side of canal, town of St. Paul, parish of Montreal, Que.
17818	July 5	Jno. H. Hutchison	Privilege to erect, &c., overhead travelling crane on canal lands in St. Henri, Montreal
17820	June 30	Pariseau Freres	Land between St. Gabriel basins 2 and 3, St. Ann's Ward, Montreal
17834	July 21	Farquhar Robertson	Part of northeast wharf, St. Gabriel basin, No. 3, St. Ann's ward, Montreal
17835	July 21	Merchants Cotton Co.	Land on north side of canal in town of St. Henri, Montreal.
17837	July 21	L. Monette and H. Cardinal	Land on northwest side of canal in town of St. Henri, parish of Montreal, Que.
17839	July 22	Capt. Zephirin Leroux	Land on north wharf of basin No. 2, St. Ann's ward, Montreal, and right to erect freight shed and office thereon
17871	Aug. 3	Montreal Street Ry. Co.	Privilege to lay, &c., railway siding on north side of canal between Wellington street bridge and Seminary st.
17873	" 3	Montreal Warehousing Co.	Wharf lot on west side of Flour basin No. 4, St. Ann's ward, Montreal
17876	" 4	Grand Trunk Ry. Co. of Canada	Privilege to maintain, &c., railway siding on north bank of canal from main track opposite Canada Car Company's works at Montreal, west
17878	" 10	F. E. Hall & Co.	Privilege to erect and maintain two-ton derrick on north west wall of Flour basin No. 4
17936	" 18	Montreal Rolling Mills Company.	Two parcels of land on north bank of canal in town of St. Henri, Montreal
17958	Sept. 10	Joseph Touzin	Wharf lot on northeast side of St. Gabriel basin No. 1, St. Ann's ward, Montreal
17968	" 11	D. G. Loomis & Sons	Land on south side of canal, above Côte St. Paul bridge, parish of Montreal, Que.
17987	Oct. 1	Molsons Bank	Land on north side of canal in town of Lachine, Que.
17990	Sept. 25	Inland Navigation Co., Limited	Land along north side of old basin No. 1
18013	Oct. 22	Canadian Lake Transportation Co.	Space in St. Gabriel shed No. 1, St. Gabriel basin No. 1
18024	Nov. 4	Canadian Pacific Ry. Co.	Substituting for land leased to the Canadian Pacific Railway by lease dated August 15th, 1904, but required in connection with the widening of the canal at Côte St. Paul, certain other land in the vicinity; also granting permission to lessee to use bridge across entrance to basin
18029	" 9	Dominion Bridge Co., Ltd.	Land on north side of canal, parish of Lachine, Que.
18030	" 9	Adolph Goldwater	Land on St. Joseph street, town of Lachine, Que.
18040	" 8	J. H. Redfern	Land on south side of canal, St. Gabriel ward, Montreal, Que.
18044	" 10	The Bishop Construction Company, Ltd.	Land on north side of canal above Côte St. Paul bridge
	1910.		
18120	Jan. 13	J. T. Steel & Co.	Land at Boulevard St. Paul, Montreal, Que.
18172	" 14	R. MacFarlane & Co., Ltd.	Part of wharf fronting on canal between St. Gabriel basins 3 and 4, St. Ann's ward, Montreal, Que.
18185	" 29	Canadian Oil Company, Ltd.	Wharf lots Nos. 1, 2 and 3, Montreal, Que.
18251	Mar. 1	Montreal Stock yards Company	Part cadastral lot 326, St. Ann's ward, Montreal, and buildings thereon; and water power
18289	" 22	Ogdensburg Coal and Towing Company.	Land on north side of canal in town of St. Henri, Montreal, and privilege to erect coal elevator thereon.

Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.			
				Annual Rental.		Due each Year.	First Instalment Due.
				$	cts.		
12,355 sq. ft...	....	During pleasure..	May 1, 1909.	1,087	24	May 1..	May 1, 1909
....	....	" ..	Mar. 18, 1908.	5	00	Mar. 18..	Mar. 18, 1908
....	....	" ..	May 1, 1909.	10	00	May 1..	May 1, 1909
....	....	" ..	" 1, 1909.	360	00	" 1..	" 1, 1909
13,500 sq. ft...	....	" ..	Jan 1, 1909.	135	00	Jan. 1..	Jan. 1, 1909
26,507 1,870 } sq. ft. 9,165	....	" ..	May 1, 1909.	225	00	May 1..	May 1, 1909
....	....	" ..	" 1, 1909.	10	00	" 1..	" 1, 1909
101,246 sq. ft..	....	21 yrs. renewable.	May 1, 1908.	5	00	May 1..	May 1, 1908
7,000 sq. ft....	....	During pleasure..	" 1, 1909.	140	00	" 1..	" 1, 1909
....	....	" ..	Mar. 18, 1909 .	25	00	Mar. 18..	Mar. 18, 1909
2,500 sq. ft....	....	" ..	June 1, 1909.	100	00	June 1..	June 1, 1909
7,300 sq. ft....	....	" ..	May 1, 1909.	292	00	May 1..	May 1, 1909
3,745 sq. ft....	....	" ..	June 1, 1909.	74	90	June 1..	June 1, 1909
5,200 sq. ft....	....	" ..	May 1, 1909.	104	00	May 1..	May 1, 1909
325 sq. ft......	....	" ..	May 1, 1909.	13	00	May 1..	May 1, 1909
....	....	" ..	July 1, 1909.	50	00	July 1..	July 1, 1909
7,275 sq. ft....	....	" ..	May 1, 1909	291	00	May 1..	May 1, 1909
....	....	17 years.........	Jan. 1, 1908.	166	00	Jan. 1..	Jan. 1, 1908
{ .... 2,100 sq. ft..	.. }	During pleasure..	June 1, 1909.	10	00	June 1..	Jun 1, 1909
2,400 sq. ft..	.. ..	" ..	May 1, 1909.	90	00	May 1..	May 1, 1909
2,375 sq. ft....	....	" ..	July 1, 1909.	95	00	July 1..	July 1, 1909
{ 2,200 sq. ft.. 1,750 sq. ft.. 6,875 sq. ft..	}	" ..	July 1, 1909.	90	76	July 1..	July 1, 1909
1,269 sq. ft....	....	21 yrs. renewable.	Oct. 1, 1909.	12	69	Oct. 1..	Oct. 1, 1909
34,802 sq. ft...	....	During pleasure..	July 1, 1908.	1,376	08	July 1..	July 1, 1908
22,000 sq. ft...	....	" ..	Oct. 1, 1909.	1,856	25	Apl.-Oct. 1.	Oct. 1, 1909
....	....	....	....	....	....	....	....
107,580 sq. ft..	....	During pleasure..	April 1, 1909.	645	54	April 1..	April 1, 1909
1,046 sq. ft....	....	" ..	Oct. 1, 1909.	10	46	Oct. 1..	Oct. 1, 1909
18,475 sq. ft...	....	" ..	Nov. 1, 1909.	369	50	Nov. 1..	Nov. 1, 1909
6,000 sq. ft....	....	" ..	Oct. 1, 1909.	60	00	Oct. 1..	Oct. 1, 1909
1,935 sq. ft....	....	" ..	May 1, 1909.	9	23	May 1..	May 1, 1909
2,500 sq. ft....	....	" ..	Jan. 1, 1910.	100	00	Jan. 1..	Jan. 1, 1910
2.37 acres....	....	21 years.........	May 1, 1910.	2,300	00	May 1..	May 1, 1910
22,443 sq. ft...	....	"	Mar. 1, 1909.	2,000	00	Mar-Sep. 1.	Mar. 1, 1909
3,600 sq. ft....	....	"	Mar. 1, 1910.	144	00	March. 1..	May 1, 1910

WATER POWER and other Public Property leased by the Department of

RIDEAU

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1909.		
17763	June 11..	Rideau Canoe Club, Limited......	Submerged land, part of lot 'I', concession 'C,' township Nepean, county of Carleton, Ont.
17793	June 23..	Henry K. Wampole & Co., Ltd..	Lay and maintain water pipe in town of Perth, Ont.
17819	July 10..	Elgin-Cbaffey's Lock Telephone Company.	Privilege to lay, &c., telephone line on canal lands at Chaffey's lock station and to place telephone in lock house of each section..........................
18003	Oct. 23..	E. P. McGrath..................	2.25 acres of land at Long island lock station on Nichol's island, part north half of lot No. 8, 1st concession of the township of Nepean, county of Carleton, Ont.
18054	Nov. 23..	Canadian Northern Ontario Railway Company.	Land at south end of 'deep cut,' lot 'F,' concession 'D,' township of Nepean, county of Carleton........

TRENT

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1909.		
17829	July 8..	Jno. G. G Kerry................	All surplus water at Stepben's mill site, dam 1, section 5, of canal and right of way.....................
17872	Aug. 6..	Crushed Stone, Limited.........	Parts of lots 32 and 48, concession 8, township of Eldon, county of Victoria, Ont.........................
18094	Dec. 21..	Henry Pierce....................	Land west of Colhorne street, Fenelon Falls, Ont......
18095	Dec 21..	The Fenelon Falls Milling Co....	Land west of Colhorne street, Fenelon Falls, Ont......
18096	" 21..	H. A. McIntosh..................	Land west of Colhorne street, Fenelon Falls, Ont......
18097	" 21..	L. L. Arnold....................	Land west of Colborne street, Fenelon Falls, Ont......
	1910.		
18108	Jan. 3..	Jas. Healey..........	Land in city of Peterhorough........................
18109	Jan. 3..	Samuel Edwards.................	Lots 1 and 2, concession 12, township of Douro, county of Peterborough, Ont...........................
	1909..		
18115	Dec. 25..	Town of Campbellford...........	Part lot 15, concession 6, township of Seymour, county of Northumberland, Ont., surplus water at point "X . . . . . X" on plan................
	1910.		
18117	Jan. 11..	William Kean..................	Part of lot No. 6, concession 11, township of Thorold, county of Ontario, Ont.........................
18275	Mar. 30..	Edward Mayhew.................	Part of lot 49, concession 'A', township of Eldon, Victoria county, Ont..............................
18276	Mar 30..	Wm. H. Gryles..................	Part of lot 49, concession 'A' townshp of Eldon, Victoia county, Ont.............................

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1909.		
17633	April 6..	Reuben Hains..................	Parts lots Nos. 143 and 186, in township of Tborold, County of Welland, Ont.........................
17636	" 7..	Bell Telephone Company.........	Privilege to lay, &c., telephone cable across canal lands and under canal between 6th and 7th concessions, township of Crowland...........................
17676	" 23..	Niagara, St. Catbarines and Toronto Railway Company.........	Privilege to lay, &c., railway siding on canal lands, from point near lessee's swing bridge to Welland Vale Mfg. Company's works..........................
17737	June 3..	Samuel Lambert.....	Parts lots 25 and 26, concession 'S,' township of Crowland, county of Welland, Ont....................
17836	" 23..	S. W. Dickinson................	Land on west side of canal, between George and Haney streets, Humberstone, Ont......................
17877	Aug. 12..	C. T. Ware.....................	Part of lot 14, township of Thorold, county of Welland, Ont...

Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
21,000 sq. ft...	....	During pleasure..	June 1, 1909.	1 00	June 1..	June 1, 1909
....	....	" ..	" 1, 1909.	1 00	" 1..	" 1, 1909
....	....	" ..	" 1, 1909.	6 00	" 1..	" 1, 1909
2·25 ac.......	....	" ..	Oct. 1, 1909.	5 00	Oct. 1..	Oct. 1, 1909
0·573 ac......	....	99 years.........	Oct. 1, 1909.	50 00	" 1..	" 1, 1909

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Annual Rental.	Due each Year.	First Instalment Due.
....	....	21 years.........	Nov. 1, 1909.	2 00 per h.p.	Nov. 1..	Nov. 1, 1909
....	....	During pleasure..	June 1, 1909.	10 00	June 1..	June 1, 1909
700 sq. ft.....	....	" ..	Jan. 1, 1909.	7 50	Jan. 1..	Jan. 1, 1909
0·32 ac.......	....	" ..	Jan. 1, 1909.	50 00	Jan. 1..	Jan. 1, 1909
0·35 ac.......	....	" ..	" 1, 1909.	10 00	" 1..	" 1, 1909
0·47 ac.......	....	" ..	" 1, 1909.	7 50	" 1..	" 1, 1909
1·11 ac.......	....	" ..	Dec. 1, 1909.	10 00	Dec. 1..	Dec. 1, 1909
10·64 ac......	......	" ..	Jan. 1, 1910.	10 00	Jan. 1..	Jan. 1, 1910
6·5 ac........	....	21 years.........	" 1, 1910.	1 00	" 1..	" 1, 1910
5,922 sq. ft....	....	During pleasure..	" 1, 1910.	1 00	" 1..	" 1, 1910
4·91 ac.......	....	" ..	Mar. 1, 1910.	10 00	Mar. 1..	Mar. 1, 1910
1·65 ac.......	....	" ..	" 1, 1910.	15 00	" 1..	" 1, 1910

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Annual Rental.	Due each Year.	First Instalment Due.
10·25 } 5·06 } acres..	....	During pleasure..	April 1, 1909.	10 00	April 1..	April 1, 1909
....	....	" ..	July 1, 1909.	5 00	July 1..	July 1, 1909
....	....	" ..	April 1, 1909.	50 00	April 1..	April 1, 1909
1·21 ac......	....	" ..	" 1, 1909.	60 00	" 1..	" 1, 1909
0·8 ac.......	....	" ..	July 1, 1909.	10 00	July 1..	July 1, 1909
14·06 ac.....	....	" ..	June 1, 1909.	14 00	June 1..	June 1, 1909

WATER POWER and other Public Property leased by the Department of

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1909.		
17937	Sept. 1..	The Hedley Shaw Milling Company, Limited.	Land and land covered with water on Port Colborne harbour, county of Welland, Ont....................
17976	Oct. 5..	Joseph Battle..................	Part of lot 26, concession 6, township of Crowland, county of Welland, Ont..............................
18010	" 29..	Western Co-operative Grape Shipping Co.	Part of lot 21, concession 5, township of Grantham, county of Lincoln..............................
18028	Nov. 8..	Thorold Natural Gas Co., Limited.	Right to lay, &c., 6 in. gas pipe line along Welland canal reserve land, in Dunnville, Ont..................
18036	" 12..	Canadian Portland Cement Company, Limited.	Land on west pier at Port Colborne, Ont., and privileges.
18055	" 20..	Robert Cooper..................	Part of lot 25, concession 5, township of Crowland, county of Welland, Ont., and water power................
18072	Dec. 7..	W. J. Aikins..................	Land on south side of feeder, Dunnville, Ont., and 25 h.p. surplus water..............................
	1909.		
18076	Dec. 1..	Ontario Power Co., Ltd..........	Privilege to lay, &c., cable across canal land and under canal, together with a short transmission line on canal lands near Thorold, Ont....................
18077	" 7..	Ontario Hydro-Electric Power Commission.	Privilege to lay, &c., telephone cable across canal lands and under new and old canal at Allanburg, county of Welland, Ont..............................
18098	Nov. 1..	Provincial Natural Gas and Fuel Co, Ltd.	Privilege to lay, &c., 4 in. gas pipe across reserve land and under canal at Welland, Ont.................
	1910.		
18252	Mar. 12..	The Rector and Church Wardens of Christ Church, village of Marshville.	Land on west side of millrace, being part of lot No. 19, concession 4, township of Wainfleet, county of Welland, Ont....................................
18277	" 23..	The Corporation of the Town of Dunnville.	The right and privilege to lay and maintain a 15 in. sewage pipe across the Welland canal feeder at Dunnville, county of Haldimand, Ont............

Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued..*

CANAL—*Concluded.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
6·43 ac......	....	20 years.........	May 1, 1909.	1,000 00	May 1..	May 1, 1909
0·12 ac.......	....	During pleasure..	Aug. 1, 1909.	25 00	Aug. 1..	Aug. 1, 1909
0·15 ac.......	"	....	Sept. 1, 1909.	10 00	Sept. 1..	Sept. 1, 1909
....	....	" ..	Nov. 1, 1909.	10 00	Nov. 1..	Nov. 1, 1909
1·15 ac.......	....	21 yrs., renewable	June 1, 1909.	167 00	June 1..	June 1, 1909
0·13 ac.......	100 cu. ft. per second.	21 " ..	Nov. 1, 1909.	413 00	Nov. 1..	Nov. 1, 1909
0·05 ac.......	25 h.p.......	During pleasure..	May 1, 1909.	100 00	May 1..	May 1, 1909
....	....	During pleasure..	Nov. 1, 1909.	10 00	Nov. 1..	Nov. 1, 1909
....	....	" ..	Sept. 1, 1909.	5 00	Sept. 1..	Sept. 1, 1909
....	....	" ..	Nov. 1, 1909.	5 00	Nov. 1..	Nov. 1, 1909
....	....	" ..	Jan. 1, 1910.	1 00	Jan. 1..	Jan. 1, 1910
....	....	" ..	" 1, 1910.	5 00	" 1..	" 1, 1910

PROPERTY leased to the Department of Railways and Canals by.

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessor.	Lands or Rights demised.
	1909.		
17715	May 18..	Montreal Board of Trade........	Rooms 6, 7, 8, 9 and 10 ground floor, building (Board of Trade), Montreal, Que.......................
17966	Sept. 27..	Town of Campbellton...	To lay, &c., 6 in. water main along Sugar Loaf street, in Campbellton, N.B.............. ....
18103	Dec. 28..	Town of Amherst*.............	Permission to connect sewer pipe of Intercolonial Railway with those of the town at a point at the intersection of the centre lines of Crescent avenue and Station street................ ....

QUEBEC

No. of Lease.	Date of Signature.	Lessor.	Lands or Rights demised.
	1909.		
17695	May 4 .	Quebec Board of Trade.........	The east half of the first floor of the Board of Trade building, Quebec..............................

TRENT

No. of Lease.	Date of Signature.	Lessor.	Lands or Rights demised.
	1909.		
17635	April 1..	Jno. Collins....................	Land in village of Hastings, county of Northumberland, Ont..
18047	Nov. 20..	Jno. Jos. English, Ernest F. Mason and the Randolph McDonald Co., Ltd.	Certain tracks of land in village of Hastings, county of Northumberland, estimated at two or three-quarter acre, composed of park lots 2 and 3, for storage purposes *re* contract No. 17156..................

*Consideration certain work by the Intercolonial Railway.

various parties during the Fiscal Year ended March 31, 1910.

RAILWAY.

Area.	Term.	Commencement of Term.	Terms of Payment. Annual Rental.	Terms of Payment. Due each year.	Terms of Payment. First Instalment due.
			$ cts.		
	3 years	May 1, 1909.	1,896 00	Quarterly	May 1, 1909
465 sq. ft.	During pleasure	July 1, 1909.	1 00	July 1	July 1, 1909
	In perpetuity	Apr. 20, 1909.			

BRIDGE.

Area.	Term.	Commencement of Term.	Terms of Payment. Annual Rental.	Terms of Payment. Due each year.	Terms of Payment. First Instalment due.
	2 years	May 1, 1909.	600 00	May 1	May 1, 1909

CANAL.

Area.	Term.	Commencement of Term.	Terms of Payment. Annual Rental.	Terms of Payment. Due each year.	Terms of Payment. First Instalment due.
	3 years	Mar. 1, 1909.	25 00	Mar. 1	Mar. 1, 1909
	To March 31, 1910	Nov. 20, 1909.	1 00	Nov. 20	Nov. 20, 1909

H. F. ALWARD,
Departmental Solicitor.

PROPERTY CONVEYED to the Department of Railways and Canals and INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1909.		
17896	June 16	W. Clowater *et ux*	Land at
*17897	Mar. 30	M. MacDonald *et ux*	Land at
17915	Aug. 20	Town of Drummondville	Public road in north ward
17943	June 11	Jno. Morris *et ux*	Land at
17960	May 31	Henry Appleton (trustee)	Land on Campbell road
*17961	Feb. 22	James McNeil *et ux*	Land at
17962	May 17	Ida Woodworth	Land in north suburbs of
	1908.		
*17964	April 29	Minnie S. King *et vir*	Land at
	1909.		
17969	July 22	Isaac Creighton *et ux*	Land near Campbell road
17970	" 3	Geo. H. Taylor, assignee, *et al*	Land in north suburb of
18051	" 21	Walter Thomas	Land in north suburb of
18059	May 12	Ann Brown *et vir*	Land at Africville, city of Halifax
18060	July 30	Walter U. Jones	Land near Campbell road, city of Halifax, N.S.
18064	" 10	Geo. W. Johnson *et ux*	Land on southwest side of Gottinger St., Halifax
	1907.		
*18065	Jan. 31	Jno. Greenaway	Land on west side of Upper Water St.
	1909.		
18079	Oct. 12	Alex. McKay *et ux*	Lots 14, 21 and 23
18080	" 14	Alex. C. Hamilton *et ux*	Land at
18090	May 14	James White *et ux*	Land on Campbell road
18105	July 9	Hannah Spurr	Land at Moncton
18106	Aug. 16	Edwin E. D. Record *et al*	Land on north side of Mountain road
	1908.		
*18111	Mar. 26	Isaie Laplante	Part of lot 529
	1906.		
*18168	June 30 and Oct. 1	Robt. A. Lowerison	Of certain rights and privileges for installation of a water system at Milton Mill Brook, to supply Intercolonial Railway with water
	1908.		
*18218	Mar. 11	Precille Blanchard	Part of cadastral lots 172 and 176
*18219	May 6	Ulric Belisle	Parts of cadastral lot 167
*18220	" 6	Samuel Langelier	" " 179
*18221	" 6	Alfred Dufresne	" " 162 and 163
*18222	" 6	Philias Benoit	" " 165
*18223	" 6	Isaie Desmarais	" " 130
*18224	Feb. 18	Edmond Simard	" " 163
*18225	Mar. 11	Dieudonne Vertefeuille	" " 168
	1909.		
18226	July 7	David Cameron *et ux*	Land on north east side of Kempt road
18257	Aug. 17	Ed. Clayton *et al*	Land near Campbell road
18258	Nov. 30	Jno. Fulton *et ux*	Land at Truro
18259	July 31	Harry Lynds	"
18260	" 31	Jno. C. McDonald	"
18261	" 30	Peter McLean	"
18263	Nov. 23	Jno. W. Francis *et ux*	Land between

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*Too late for last year's report.

Letters Patent granted during the Fiscal Year ended March 31, 1910.

RAILWAY.

District	County.	Area.	Amount.	Remarks.
			$ cts.	
Durham	York, N.B	½ acre	175 00	
North Sydney	Cape Breton	864 sq. ft.	342 82	
Drummondville	Drummondville, Que		1,300 00	
Mulgrave	Guysborough, N.S	0,3061 sq. ft.	300 00	
Halifax	Halifax, N.S	0.027 acre 0,031 acre	240 04	
Sydney	Cape Breton, N.S	5,355 sq. ft.	900 00	
Halifax	Halifax, N.S	2,030 sq. ft. 39,990 sq. ft.	367 60	
Lakeview	"	0,105 acre	56 50	
Halifax	"	0.022 acre	93 99	
"	"	12,045 sq. ft.	100 00	
"	"	5,538 sq. ft.	125 39	
"	"	7,305 sq. ft.	150 00	
"	"	2,636 sq. ft.	394 37	
"	"	13,146 sq. ft.	300 00	
"	"	860 sq. ft.	1,100 00	
North Sydney	Cape Breton, N.S	2,484 sq. ft. 2,461 sq. ft. 4,683 sq. ft.	671 37	
"	"	42,649.2 sq. ft.	1,100 00	
Halifax	Halifax, N.S	920 sq. ft.	82 80	
Moncton	Westmorland, N.B	0.322 acres	2,000 00	
"	"	3,795 sq. ft.	150 00	
Mitchell	Nicolet, Quc.	0.3 acre	50 00	
	Sackville, N.B		1,100 00 1 00	
St. Rosalie	Bagot, Que	1,98 acres	1,000 00	
"	"	2,14 acres	3,000 00	
"	"	0,09 acre	75 00	
"	"	0.3 acre	1,500 00	
"	"	1,44 acres	3,500 00	
"	"	0.53 acre	1,200 00	
"	"	0.184 acre	250 00	
"	"	2.94 acres	2,000 00	
Halifax	Halifax, N.S	4,225 sq. ft.	1,161 94	
"	"	780 sq. ft.	78 33	
Truro	Colchester, N.S	32,120 sq. ft.	334 49	
"	"	0.28 acre	227 56	
"	"	35,000 sq. ft. 25,137 sq. ft.	757 94	
"	"	10,800 sq. ft.	270 54	
North Sidney and Sydney Mines.	Cape Breton.	51,645 sq. ft.	750 00	

PROPERTY CONVEYED to the Department of Railways and Canals and

INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1908.		
*18264	Sept. 25	James S. Byron *et al*	Land at, and courses of water pipes through other lands.
*18265	May 6	Zacharie Belisle	Parts cadastral lot 166
*18266	Dec. 16	Irenee Bilodeau *et al*	Land in
*18267	May 14	Mrs. M. Tanguay	Part cadastral lot 176
*18268	" 14	Hector Girard	" " 170
*18269	June 11	Henri Girard	" " 132
*18270	Sept. 1	Government of Nova Scotia	Land at
	1909.		
18272	Nov. 10	Geo. Aikenhead	Land near Campbell road
18300	Aug. 26	Clarence Hay *et ux*	Land in parish of Harcourt
	1906.		
*18301	Sept. 25	Eunice Smith *et al*	Land on west side of Upper Water St
	1909.		
18302	Dec. 30	Onésime Poulin	Of privilege to take water for railway purposes from Lake Beaumont, situated between parishes of St. Charles and de Beaumont
18417	Nov. 13	Alphonse Lauzier	Part of lot 279, and privilege to lay water pipe
18418	" 13	Etienne Couture	Right of entry in and upon lands and privilege to lay, &c., water pipe
	1905.		
*18436	Mar. 11	Mrs. J. F. Rioux	Part of lot 613
	1910.		
18437	Jan. 13	Stafford Loggie *et al*	Land at
18438	" 29	James Adams *et ux*	Land on Kempt Road
18439	" 15	Susan A. Veith *et al* (Estate Geo. A. Veith).	Land in north suburbs
	1909.		
18440	Oct. 30	Nellie A. Archibald	Land at
18441	Nov. 6	Frank Stanfield *et ux*	"
18442	Oct. 13	Henry A. McKenzie	"
18443	Dec. 24	Robt. Millar	Land in ward 6
	1910.		
18444	Feb. 17	Donald McDougal *et ux*	Land at Loggieville
	1909.		
18445	Dec. 22	Alex. T. McCrae	Land at

SOULANGES

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1909.		
17899	May 25	Nerce Moreau	Parts lots 423 and 425

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*Too late for last year's report.

Letters Patent granted during the Fiscal Year ended March 31, 1910—*Continued.*

RAILWAY—*Continued.*

District.	County.	Area.	Amount.	Remarks.
			$ cts.	
Morton	Kings, N.S	5·000 sq ft	350 00	
St. Rosalie	Bagot, Que.	1.91 acres	3,000 00	
"	"	5.83 arpent	1,800 00	
"	"	0.28 acre	150 00	
"	"	0,766 acres	182 00	
"	"	1.3 acre	300 00	
Truro	Colchester, N.S	4,1 acres	927 50	
Halifax	Halifax, N.S	1,607 sq ft	151 05	
Harcourt	Kent, N.B	0.1762 acre	400 00	
Halifax, N.S	Halifax, N.S	2,553 sq. ft	3,896 96	
	Bellechasse		4,000 00	
St. Pierre du Lac (Cedar Hall).	Rimouski	½ acre	200 00	
" "	"	10,000 sq. ft	50 00	
Fraserville, Que			800 00	
Loggieville	Northumberland, N.B	0·29 acres	294 43	
Halifax	Halifax, N.S	9,870 sq. ft	1,950 65	
"	"	39,726 sq. ft	258 08	
Truro	Colchester, N.S	2·3 acre	2,012 82	
"	"	1·05 acre	2,173 56	
Springhill Jct	Cumberland, N.S	7·10 acre	532 50	
Halifax	Halifax, N.S	1·15 acre	402 50	
Loggieville	Northumberland, N.B	0·37 0·28 } acre	276 28	
Glengarry	Pictou, N.S	9,830 sq. ft	10 00	

CANAL.

District.	County.	Area.	Amount.	Remarks.
Parish of St. Joseph de Soulanges.	Soulanges	0·65 3·02 1·18 } acres	2,424 79	

PROPERTY CONVEYED by the Department of Railways and Canals by

TRENT

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1909.		
17778	May 3	Corporation of the township of Seymour.	Part allowance for road between lots 5 and 6, concession 14, township of Seymour, county of Northumberland, Ont.
17828	" 22	John G. G. Kerry *et ux.*	Parts of lot 13, concession 7
17898	June 28	Charles Armstrong *et ux*	0·15 acre, part lot No. 5, in 14th concession,' township of Seymour, county of Northumberland
17942	Aug. 11	Northumberland-Durham Power Co.	Parts 15 and 16, concession 11, and part 15, concession 12
17972	June 14	B. W. Powers and J. S. Dench *et al.*	Island in River Trent, opposite shore, between Radeski and Wall streets
17971	" 24	B. W. Powers and R. Powers *et al.*	South part of Lecaus island, town of
*18016	Feb. 17	George Victor Bamber *et ux*	Nos. 7 and 8, north side of Bridge street, village of Frankford
*18017	Mar. 26	Murrey Sinc *et ux*	No. 7, south side of Bridge street, village of Frankford
18018	May 13	Charles Gallagher *et ux*	No. 8, south side of Bridge street, village of Frankford
18019	June 22	William M. Moynes *et ux*	No. 9, south side of Bridge street, village of Frankford
18020	Aug. 12	Elizabeth Lozo *et al.*	Parcels Nos. 3 and 4, Lecaus island
*18049	Mar. 26	Ed. Francis Turley *et al*	Parts of No. 4, &c., concession 5
18061	June 29	Thos. Parish *et al*	Part of lot 1, concession 2
18171	Oct. 16	Ann Jane Sweetman *et al*	Lot No. 6, south side of Bridge street, Frankford
18227	Dec. 20	Wm. Foster *et ux*	Part of lot 4, concession 5
18228	Sept. 30	Eleanor Jane Forsyth	Part lots 1 and 2, concession 4
18231	Dec. 20	Tina Smith *et al*	Part lot No. 2, concession 3
18232	Aug. 12	Jas. T. Howard *et ux*	Part lot No. 5, concession 6
18262	" 16	Wm. J. Lyons *et ux*	Lots 4, 5 and 6, north side of Bridge street, Frankford
	1908.		
*18299	May 24	Corporation of town of Seymour	Parts of lots 12, 13 and 14, concession 7, and of lot 14, concessions 8 and 9, township of Seymour, county of Northumberland, Ont
	1909.		
18434	July 5	Town of Campbellford	Parcels Nos. 1, 6, 7, 8, 9, 10, 11, 12 and 13, parts lot 14, concession 9, lots 14 and 15, concession 8, and six islands in Trent river, township of Seymour, county of Northumberland
18435	Nov. 9	Robt. Eli. Westcott	Part lot 10, township of Thorah, county of Victoria, Ont.

WELLAND

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1909.		
17779	June 12	Aaron Vandevere *et ux*	Lot 18, south side of Clarence street
17842	May 1	Daniel Philip Perlet *et ux*	Part of lot 28, concession 2, township of
17843	" 21	Emma Margaret Perlet	" " "
17844	" 21	Abram Frederick Perlet *et ux*	" " "
17845	" 21	Sarah Josephine Schlehr *et mar.*	" " "
17846	" 21	Catharine Jones	" " "
17847	" 21	Theodosia Suess *et mar.*	" " "
17848	" 21	Mary Williard *et mar.*	" " "
17849	" 21	Otto Louis Perlet *et ux*	" " "
17850	July 12	Duncan Armstrong *et ux*	Lot No. 1, north side of Ash street, village of Port Colborne
17900	July 29	Jane Peterson	Lot No. 1, south side of Ash street, village of Port Colborne
	1910.		
18187	Jan. 8	Mary A. Pringle	Part of lot No. 1, north side of Sugar Loaf street

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* Too late for last year's report.

Letters Patent during the Fiscal Year ended March 31, 1910—*Continued.*

CANAL.

District.	County.	Area.	Amount.	Remarks.
			$ cts.	
Seymour	Northumberland	0·06 acre	1 00	
"	"	14·83 acres	1 00	
"	"	0·15 acre	100 00	
"	"	19·37 acres	1 00	And lease of surplus water.
Trenton	Hastings		700 00	
"	"	4 acres	600 00	
Sydney	"		2,350 00	
"	"		1,075 00	
"	"		1,500 00	
"	"		800 00	
Trenton	"		250 00	
Sydney	"		6,252 50	
Murray	"	0·6 acre	50 00	
Sydney	"	0·16 acre	225 00	
"	"	6·8 acres	1,700 00	
"	"	6·10 acres	444 00	
"	"	13·89 acres	555 60	
"	"	7·6 acres	900 00	
Sydney	Hastings	0·48 acre	2,500 00	
Seymour	Northumberland	6·55 acres	1 00	Exchange, *see* 18182.
"	"		1 00	Lease No. 18115, dated Dec. 29, 1909, in perpetuity, of 6·5 acres of land and all surplus water at dam at Middle Falls; together with right of way for electrical transmission line.
Thorah	Victoria	0·75 acre	100 00	

CANAL.

Port Colborne	Welland, Ont.	0·25 acres	2,000 00	
Humberstone	"	0·16 acres	275 00	
"	"	0·16 acres	275 00	
"	"	0·16 acres	275 00	
"	"	0·16 acres	275 00	
"	"	0·16 acres	275 00	
"	"	0·16 acres	275 00	
"	"	0.16 acres	275 00	
"	"	0·16 acres	275 00	
Welland, Ont.	"		350 00	
"	"		1,600 00	
Port Colborne	"	0·75 acres	1,800 00	

PROPERTY CONVEYED by the Department of Railways and Canals by Letters

INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1909.		
18034	Oct. 19. .	The Imperial Oil Company, Ltd. .	Land on south shore of Bedford river..................

TRENT

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
18182	Jan. 10. .	The Corporation of the Town of Seymour.	Parts of lots 12, 13 and 14, concession 7, and lot 14, concession 8 and 9, township of Seymour, county of Northumberland............................

Letters Patent during the Fiscal Year ended March 31, 1910—*Continued.*

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			$ cts.	
Halifax	Halifax, N.S.	16,988 sq. ft.		Letters patent.

CANAL.

Seymour	Northumberland	0·62 acre 1·46 acres 4·00 acres 0·84 acre 3·2 acres		Letters Patent Exchange. *See* No. 18,299.

H. F. ALWARD,
Departmental Solicitor.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910.

INTERCOLONIAL RAILWAY.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1909.			$ cts.
17973	Aug. 25..	Amelia Groslet (widow F. Savary, employee Intercolonial Railway.	Of all claims arising out of the death of her late husband, Francois Savary.	250 00
18035	Oct. 25..	A. F. Jardine............	Injuries sustained at station of Derby Junction, N. B., whilst travelling as a passenger.	3,000 00
18110	Dec. 29..	J. M. Slayter............	For all claims for damages, &c., that may at any time arise in exercise of privileges to travelling on I. C. Ry. engines for purpose of acquiring knowledge of engine driving.	200 00
17683	April 6..	George Foster...........	For damages to property consequent upon the erection of the Stanley street bridge, St. John, N.B.	200 00

SOULANGES CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1909.			
18067	Oct. 20..	Quebec Transportation and Forwarding Co., Ltd.	For damages to barge *Ad*, by striking of swing bridge against said barge.	55 00

WELLAND CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1909.			
17702	May 8..	Chas. E. Stewart.........	For damages consequent upon injuries to a horse..	50 00

QUEBEC BRIDGE.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1910.			$ cts.
18242	Mar. 12..	Phœnix Bridge Company.	Releasing the company from all liability in connection with the collapse of the Quebec bridge.	100,000

TRENT CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1909.			
17649	April 6..	Jno. O'Keefe *et ux*........	Damages by water to lot 10, concession 4, and to lot 10, concession 5, township of Otonabee, county of Peterborough, Ont.	200 00
17650	" 10..	Robt. A. Robertson *et ux*..	Damages by water to part of west half of lot 5, concession 8, township of Monaghan, county of Peterborough, Ont.	50 00
17700	" 21..	Annie Davis *et al*.........	Damages by water to lots 1, 2 and 3, concession 18, township of Harvey, county of Peterborough. Ont.	210 00
17701	" 16..	Jas. Kiley *et ux*..........	Damages by water to lot No. 3, block 'A' and part of lot 4, Lot 'A', Hiawatha, Indian reservation, township of Otonabee, county of Peterborough, Ont.	135 00
17718	May 5..	A. W. McIntyre *et al*......	Release for damages by water to lot 6, concession 9, township of Otonabee, county of Peterborough, Ont.	460 00
17719	April 15..	Wm. T. Smith *et al*.	Damages by water to east half of lot No. 2 and west half of lot No. 3, concession 5, township of Monaghan, county of Northumberland, Ont.	180 00
17720	" 15..	Edmund C. Foley *et al*.....	Damages by water to east half of lots 11 and 12, concession 4, township of Otonabee, county of Peterborough, Ont.	380 00
17722	May 8..	Jno. J. Lundy............	Damages by water to lots 5 and 6, concession 11, township of Ennismore, county of Peterborough, Ont.	50 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
17725	April 27..	Robt. J. Adamson *et al.*...	Damages by water to east half of lot 8, concession 9, township of Otonabee, county of Peterborough, Ont.	200 00
17727	" 9..	Herbert A. Cairnduff, *et al.*	Damages by water to north three-quarters of lot 20, concession 16, township of Harvey, county of Peterborough, Ont.	100 00
17728	" 28..	Quintin Moore *et ux*.......	Damages by water to east half of lot 21, concession 17, township of Harvey, county of Peterborough, Ont.	200 00
17729	May 8..	Raglan Richmond *et al.*...	Damages by water to part of lot 19 and west half lot 20, concession 15, township of Harvey, county of Peterborough, Ont.	100 00
17730	" 13..	Wm. P. Chase *et ux*.......	Damages by water to lot 'A' in the 16th concession of the township of Harvey, county of Peterborough, Ont.	175 00
17731	" 1..	Jane Coward *et al.*........	Damages by water to part of lot 10, concession 11, and broken lots 7 and 8, concession 12, township of Otonabee, county of Peterborough, Ont.	320 00
17732	April 9..	Francis McElroy *et ux.*	Damages by water to north half of lot No. 2 and east half of lot No. 3, in concession 5, and to lot 3, concession 6, township of Carden, county of Victoria, Ont.	180 00
17733	" 10..	Selena Jane McQuade *et al.*	Damages by water to south half of lot No. 9, south-east quarter lot 8, concession 5, and to north-east quarter of lot 8 and west half of lot 9, in 4th concession of township of Emily, county of Victoria, Ont.	400 00
17734	" 13..	Wm. E. Burke *et ux*.......	Damages by water to lot No. 2, concession 4, township of Carden, county of Victoria, Ont.	120 00
17753	" 27..	Michael F. Lynch *et ux*....	Damages by water to east half of lots Nos. 1 and 2 in the 2nd concession, and to lot No. 1 in the 3rd concession of the township of Asphodel, county of Peterborough, Ont	1,050 00
17760	" 11..	Jno. D. McGregor *et al.*....	Damages by water to west half of lots 9 and 10, concession 7, township of Otonabee, county of Peterborough, Ont.	200 00
17761	May 20..	Phœbe Wedlock..........	Damages by water to parts of broken lot No. 18, concession 2, township of South Monaghan, county of Northumberland, Ont.	20 00
17762	April 27..	Adam A. Humphries *et ux*.	Damages by water to block 'A' in 1st concession, block 'A' and west part of lot No. 1, concession 2, township of Asphodel, county of Peterborough, Ont.	911 00
17769	" 30..	James D. Byers...........	Damages to south 50 acres of No. 35 in 9th concession of Hamilton, county of Northumberland, Ont.	180 00
17770	" 30..	D. Heaslip...............	Damages to north half lot No. 34, concession 9 of township of Hamilton, county of Northumberland, Ont.	675 00
17771	" 29..	H. Allen.................	Damages to west half lot 3, 14th concession of Harvey, county of Peterborough.	120 00
17774	May 26..	Mary Ann Scriver *et al.*....	Damages to an island in the Trent River, north of lot No. 7, in the 11th concession, township of Percy, county of Northumberland, Ont.	36 00
17775	April 24..	John Kerr *et al*...........	Damages to lots 18 and 19, concession 3, township of South Monaghan, county of Northumberland, Ont.	1,000 00
17776	" 2..	Roland M. Waddell.......	Damages to north half lot 3, and east half lot 2, concession 3½, township of South Monaghan, county of Northumberland, Ont.	700 00
17777	May 29..	Robt. E. Sherwin *et ux*....	Damages to south east quarter lot 4, concession 2, township of Alnwick, county of Northumberland ,Ont.	64 00
17782	" 31..	Jas. & Francis McCulloch..	Damages to parts lots 2 and 3, concession 9, township of Hamilton, county of Northumberland, Ont.	304 00
17797	" 8..	Alexander Thompson *et al.*	Damages to east half lots 1 and 2 in the 15th concession of the township of Harvey, county of Peterborough, Ont.	60 00
17798	June 19..	Wm. J. Laing *et al*........	Damages to east two-thirds of west half of lot 5, concession 8, township of North Monaghan, county of Peterborough, Ont.	100 00
17799	" 19..	Julia A. Kent............	Damages to lots 32 and 33, concession 9, township of Hamilton, county of Northumberland, Ont.	240 00
17800	" 19..	John C. Lynch............	Damages to west half of lot 3, concession 6, township of Asphodel, county of Peterborough, Ont.	40 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
17803	May 19..	Garrett Galvin *et ux*.......	Damages by water to lot No. 1, concession 16, township of Harvey, county of Peterborough, Ont.	400 00
17804	June 22..	Wm. J. Isaac *et ux*........	Damages by water to lot 1, concession 9, township of Hamilton, county of Northumberland, Ont.	400 00
17805	June 23..	Alexander E. Kennedy *et ux*	Damages by water to lot No. 23 in the 15th concession of the township of Smith, county of Peterborough, Ont.	75 00
17806	" 19..	Thomas Williamson *et ux*..	Damages to west half of lot 11, concession 11, township of Percy, county of Northumberland, Ont.	48 00
17807	" 19..	Jno. Breckenbridge *et ux*...	Damages to west half of lot 5, concession 3, township of Asphodel, county of Peterborough, Ont.	60 00
17808	" 23..	Charles Fox *et ux*.........	Damages to west half of lot 6, concession 1, township of Asphodel county of Peterborough, Ont.	360 00
17809	" 23..	Fowlds Co., Ltd..........	Damages to portion of land lying south of Front St., east of William St. and west of New St., Hastings, county of Northumberland, Ont.	150 00
17851	May 8..	William Graham *et al*......	Damages to block 'A', township of South Burleigh, county of Peterborough, Ont.	300 00
17852	July 17..	Wm. J. Johnston *et ux*....	Damages to lot 1 and part of north half lot 2, concession 1, township of Alnwick, county of Northumberland, Ont.	340 00
17853	" 3..	Andrew Smith...........	Damages to north half lot 7, concession 3, and to lot 8, concession 4, township of Alnwick, county of Northumberland, Ont.	600 00
17854	June 30..	Peter Nicholls *et al*.......	Damages to lot 27, concession 15, township of Smith, county of Peterborough, Ont.	90 00
17855	" 26..	James A. Fife *et ux*.	Damages to lots 4 and 5, concession 5, township of Smith, county of Peterborough, Ont.	50 00
17856	" 24..	David Armstrong *et ux*....	Damages by water to north part of lot 35, concession 9, township of Hamilton, county of Northumberland, Ont.	400 00
17857	July 3..	Robert Hill *et al*..........	Damages to part of lot 9, concession 9, township of Harvey, county of Peterborough, Ont.	80 00
17858	June 26..	Nixon D. Timlon *et al*.....	Damages to lot 8, concession 3, township of Alnwick, county of Northumberland, Ont.	492 00
17859	" 23..	Albert A. Hollingshead *et al*	Damages by water to part of lot No. 3, township of Smith, county of Peterborough, Ont.	65 00
17860	July 6..	John James Howden *et ux*.	Damages to lots 11 and 12, concession 11, township of Otonabee, county of Peterborough, Ont.	440 00
17861	June 30..	John Dowler *et al*..... ...	Damages to south half lot 7, concession 3, township of Alnwick, county of Northumberalnd, Ont.	216 00
17862	May 7..	Margaret Burrison........	Damage to south half of lot 9, concession 3, township of Alnwick, county of Northumberland, Ont.	400 00
17863	June 30..	David Conroy *et ux*.......	Damages by water to north half of lot No. 10, and to west 55 acres of south half of lot No. 10, concession 16, and lot 9, concession 17, township of Harvey, county of Peterborough, Ont.	100 00
17864	May 29..	Richard Corkery *et al*.	Damages to part of lot 19, concession 4 township of South Monaghan, county of Northumberland, Ont.	150 00
*17865	Mar. 9..	Wm. Whitfield...........	Damages to parts of lots 7 and 8, concession 9, township of North Monaghan, county of Peterborough, Ont.	800 00
17866	June 12..	Louis Whitfield..........	Damages to part of lot 8, concession 8, and part of lot 10, concession 10, township of North Monaghan, county of Peterborough, Ont.	480 00
17867	" 19..	Wm. McClelland *et al*.....	Damages by water to part of lot 15, concession 3, township of South Monaghan, county of Northumberland, Ont.	80 00
17879	July 27..	S. A. Northey *et al*.... ...	Damages to lot 26, concession 14, township of Smith, county of Peterborough, Ont.	60 00
17880	May 20..	John P. Ayotte *et al*.......	Damages to lots 20 and 21, concession 12, township of Smith, county of Peterborough, Ont.	250 00
17881	April 17..	J. Laura Phalen...........	Damages to lot 16 in the 8th concession of the township of Ennismore, county of Peterborough, Ont.	30 00
17882	June 26..	John Weatherup *et al*......	Damages to west half of south 100 acres of lot No. 4, part of northwest half of lot 4, concession 2 of the township of Alnwick, county of Northumberland, Ont.	120 00
17883	July 24.	F. B. Herald *et al*..	Damages to lot 16 in the broken lot of the township of South Monaghan, county of Northumberland, Ont.	200 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
17884	July 24..	Alfred E. Saunders *et al.*..	Damages to part of lot No. 11 in the 11th concession of the township of North Monaghan, county of Peterborough, Ont.	75 00
17885	June 10..	John Carleton Read *et al.*..	Damages to lots Nos. 10 and 11 in the 12th concession of the township of Otonabee, in the county of Peterborough, Ont.	200 00
17886	April 17..	John Riddell *et al.*........	Damages to west half of lot 13 in the 4th concession of the township of South Monaghan, in the county of Northumberland, Ont.	500 00
17887	June 26 .	Albert T. Reid *et al*.......	Damages to lot 3 in the 3rd concession of the township of Burleigh, in the county of Peterborough, Ont.	120 00
17888	July 24..	Alex. M. Laing..........	Damages to the northeast quarter of lot No. 2 in the 8th concession of the township of North Monaghan, in the county of Peterborough, Ont.	40 00
19889	May 15..	Thomas Henry Fulton *et ux*	Damages to the east half of lot No. 3, 17th concession, and to northwest part of lot No. 2 in the 16th concession of the township of Harvey, county of Peterborough, Ont.	50 00
17890	June 17..	John C. Taylor *et al*.......	Damages to the east half of lots 7 and 8 in the 10th concession of the township of Harvey, county of Peterborough, Ont.	620 00
17891	Aug. 10..	William Lowes *et ux*.......	Damages to north half of lot 17 in the 7th concession, and southeast part of lot 17 in the 8th concession of the township of Otonabee, county of Peterborough, Ont.	230 00
17892	June 30..	Alexander Nicholls *et al.*..	Damages to islands 'C,' 'D' and 'E' in Buckhorn Lake, in the township of Harvey, county of Peterborough, Ont.	120 00
17893	Aug. 5..	Robert H. Johnson........	Damages to the southwest quarter of lot No. 8 in the 5th concession, and the southeast quarter of lot No. 8, at West Pigeon River, in the township of Emily, county of Victoria, Ont.	120 00
17894	" 5..	Thomas H. Fee *et al*.......	Damages to the northwest quarter of lot No. 12 in the 6th concession, and northeast quarter of lot No. 12 in the 6th concession, and southeast quarter of lot No. 13 in the 7th concession of the township of Emily, county of Victoria, Ont.	140 00
17895	June 25.	William O. Harvie *et al*....	Damages to lot No. 7 in the 4th concession, and part of lot No. 7 in the 3rd concession of the township of Alnwick, county of Northumberland, Ont.	240 00
17901	Aug. 7..	Peter Brady.............	Damages to the east half of lot No. 10 in the 11th concession of the township of Percy, county of Northumberland, Ont.	64 00
17902	" 12..	John J. Lamb...........	Damages to park lot No. 3, in the village of Omenee, county of Victoria, Ont.	20 00
17903	" 6..	George A. Balfour........	Damages to park lot No. 2, in the village of Omenee, county of Victoria, Ont.	20 00
17904	May 4..	John S. Matchett *et al*.....	Damages to the east half of lot No. 7 and part of lot No. 8 in the 8th concession of the township of North Monaghan, county of Peterborough, Ont.	2,000 00
*17905	Feb. 1..	Thomasina F. Orde *et al*...	Damages to lot No. 9 in the 11th concession of the township of Otonabee, county of Peterborough, Ont.	500 00
17906	Aug. 5..	Robert H. McQuade *et al*..	Damages to the northwest quarter of lot No. 9 in the 5th concession, and to the southeast half of lot No. 9, and northeast quarter of lot No. 9 in the northwest of Pigeon River, township of Emily, county of Victoria, Ont.	220 00
17907	" 3..	O. Stewart *et al*..........	Damages to lots Nos. 12, 13, 14, 15 and 16, in the 18th concession, and lot No. 15 in the 17th concession, in the township of Otonabee, county of Peterborough, Ont.	1,200 00
17908	" 19..	John Morrissey *et ux*......	Damages to part of lot No. 16, in the 7th concession of the township of Emily, county of Victoria, Ont.	30 00
17909	Aug. 11.	John McCarrell *et ux*......	Damages to the southeast quarter of lot No. 21 in the 4th concession of the township of Emily, county of Victoria.	130 00
17910	" 6 .	John Caroll *et al*..........	Damages to part of lot No. 16 in the 7th concession of the township of Emily, county of Victoria.	100 00
17911	" 7..	Samuel F. Fee *et al*.......	Damages to the north half of lot No. 12 in the 5th concession of the township of Emily, county of Victoria.	90 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
17912	May 3..	Benjamin N. Harris *et al.*.	Damages to lot No. 20 in the 17th concession of the township of Harvey, county of Peterborough, Ont.	60 00
17913	June 30..	James C. Dickey *et al.*.....	Damages to broken lot No. 6 and north part of lot No. 8 in the 11th concession of the township of Percy, county of Northumberland, Ont.	136 00
17914	July 17..	Matthew Brackenridge *et al.*	Damages to the west half of lots Nos. 2 and 3 in the 3rd concession of the township of Asphodel, county of Peterborough, Ont.	380 00
17930	Aug. 11..	Mosom Boyd Company....	Damages to lots Nos. 12 and 13 in the 19th concession of the township of Verulam, county of Victoria, Ont.	280 00
17939	" 21..	David F. Weir *et al.*......	Damages to the south half of lot No. 18 and the north half of lot No. 19, in the 8th concession of the township of Emily, county of Victoria.	100 00
17949	" 21..	Wm. A. Nurse *et al.*.......	Damages to the west half of lot No. 17 in the 2nd concession of the township of South Monaghan, county of Northumberland, Ont.	150 00
17950	" 19..	James Kerr *et al.*.........	Damages to lot No. 1 in the 10th concession of the township of Verulam, county of Victoria Ont.	80 00
17951	" 31..	Francis McGuire *et ux.*....	Damages to the east half of lot No. 11 in the 11th concession of the township of Percy, county of Northumberland, Ont.	24 00
17952	" 30..	Martha Chambers........	Damages to the east half of lot No. 20 and southwest half of lot No. 21 in the 4th concession of the township of Emily, county of Victoria, Ont.	300 00
17974	June 23..	Joseph Harrington *et al.*...	Damages to part of island 'A' and whole island 'B' in the township of Harvey, county of Peterborough, Ont.	500 00
17975	Sept. 2..	Andrew and Jos. McCarroll *et al.*	Damages to southeast quarter of lot No. 19, concession 4, township of Emily, county of Victoria, Ont.	40 00
17984	Aug. 16..	Mary Atwell *et al.*........	Damages to south half of lot No. 11, concession 7, township of Emily, county of Victoria, Ont.	48 00
17985	" 16..	Thos. Atwell *et ux.*........	Damages to southwest quarter of lot No. 12, concession 7, township of Emily, county of Victoria, Ont.	32 00
17995	Sept. 18..	Thomas Woods *e ux.*.....	Damages to the north part of lot No. 11 and south half of lot No. 12, in the 6th concession of the township of Emily, county of Victoria, Ont.	180 00
17996	Aug. 9..	Thomas J. Wallace *et al.*..	Damages to southwest quarter of the east half of lot No. 10, in the 7th concession of the township of Otonabee, county of Peterborough, Ont.	70 00
17997	July 13..	Alfred Dawson *et ux.*	Damages to lot No. 31 and part of lot No. 35, in the 9th concession of the township of Hamilton, county of Northumberland, Ont.	120 00
18007	" 16..	William D. Moncrief *et al.*.	Damages to part of lots Nos. 28 and 29, in the 10th concession of the township of Hamilton, county of Northumberland, Ont.	60 00
18014	" 30..	William G. Brown *et al.*...	Damages to part of lots 7 and 8 in the 8th concession of the township of Otonabee, county of Peterborough, Ont.	340 00
18015	" 31..	John E. Curtis *et al.*......	Damages to lot No. 5, 3rd concession of the township of Alnwick, county of Northumberland, Ont.	376 00
18048	Oct. 23..	Wm. Wedlock *et al.*.......	Damages to part of lot 15 and part of lot 13 in the 6th concession of the township of Otonabee, county of Peterborough, Ont.	140 00
18066	Aug. 18..	Jno. J. Blackwell *et al.*....	For damages to south quarter of lot No. 13 in the 7th concession of the township of Emily, county of Victoria, Ont.	40 00
18081	Nov. 19..	Jno. Brackenbridge *et ux.*.	Damages to lot No. 2 and west half of lot No. 3 in the 5th concession of the township of Asphodel, county of Peterborough, Ont.	110 00
18188	July 22..	Chas. McCaffrey *et ux.*.....	Damages to park lots 1 and 'N' in the village of Omemee, township of Emily, county of Victoria, Ont.	20 00
18189	" 22..	James Middleton..........	Damages to lot No. 21 in the 15th concession of the township of Smith, county of Peterborough, Ont.	25 00
18229	April 23..	Austin Sherwin..........	Damages to 40 acres of land: east half and east part of west half of lot No. 3 in the 2nd concession of the township of Alnwick, county of Northumberland, Ont.	40 00
18230	Nov. 15..	Chas. McIlmoyle *et ux.*....	For damages to part of north half of lot No. 19 in the 16th concession of the township of Harvey, county of Peterborough, Ont.	30 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Re-lease.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
*18233	Feb. 16..	Jas. R. Boate *et al.*	For damages to north half of lot No. 21, in the 4th concession, and to lot No. 22 in the 5th concession of the township of Emily, county of Victoria, Ont.	300 00
18234	May 22..	Thos. G. Gibbs *et ux.*	For damages to south half of lot 18 and to north-east quarter of lot No. 17 of the 16th concession of the township of Otonabee, county of Peterborough, Ont.	400 00
18235	Aug. 18..	Sndy Matchett *et ux.*	For damages to part of lot No. 19, concession 16, of the township of Otonabee, county of Peterborough, Ont.	255 00
18236	July 23..	John McCauley *et al.*	Damages to west part of lot No. 3 in the 5th concession of the township of South Burleigh, county of Peterborough, Ont.	128 00
18237	Dec. 28..	Patrick Bolin *et al.*	Damages to lots 8, 9 and 10, in the 7th concession of the township of Otonabee, county of Peterborough, Ont.	88 00
18238	July 10..	John Riddell *et al.*	Damages to east half of lot No. 13, concession 4, and east half of lot No. 13, concession 5, of the township of South Monaghan, county of Northumberland, Ont.	200 00
18291	Dec. 4..	Matthew McIlmoyle *et ux.* .	For damages by water to south half of lot No. 19, concession 16, of the township of Harvey, county of Peterborough, Ont., also part of west half of north half of said lot No. 19.	12 00
	1910.			
18450	Mar. 19..	Bruce Savigny *et ux.*	Damages to the east half of lot No. 15, 17th concession of the township of Otonabee, county of Peterborough, Ont.	156 00
	1909.			
18451	June 26..	Fred. W. Stockdale *et al.* ..	Damages to island 'A' in the township of Harvey, county of Peterborough, Ont.	133 00
18452	" 11..	George Brown *et ux.*	Damages to lot No. 20, in the 7th concession of the township of Alnwick, county of Northumberland, Ont.	30 00
18453	Dec. 31..	Thos. J. Cullen *et ux.*	Damages to lot No. 22 and to the north half of lot 23 in the 16th concession of the township of Smith, county of Peterborough, Ont.	100 00
18454	Sept. 23..	Wm. F. Trude *et al.*	Damages to lots Nos. 24 and 25 in the 15th concession of the township of Smith, county of Peterborough, Ont.	240 00
18455	May 3..	Thos. McCracken	Damages to lot No. 22 in the 7th concession of the township of Alnwick, county of Northumberland, Ont.	40 00
18456	Nov. 13..	Samuel Tate *et al.*	Damages to lots Nos. 16 and 17 in the 14th concession, and the east half of lot No. 18 in the 15th concession of the township of Harvey, county of Peterborough, Ont.	64 00
18457	June 26..	Patrick Crowley *et al.*	Damages to lot No. 3 in the 5th concession of the township of Asphodel, county of Peterborough, Ont.	320 00
18458	Aug. 7..	Patrick English	Damages to west half of lot No. 9 in the 11th concession of the township of Percy, county of Northumberland, Ont.	56 00
18460	April 22..	Wm. Windsor *et al.*	Damages to west quarter of lot No. 4 in the 3rd concession of the township of Burleigh, county of Peterborough, Ont.	100 00
18461	Oct. 9..	Thos. Davidson *et ux.*	Damages to lot No. 6 in the 2nd concession of the township of Asphodel, county of Peterborough, Ont.	45 00
18462	Nov. 29..	Richard Byrnell *et al.*	Damages to part of lot No. 23 in the 8th concession and part of lot No. 23 in the 9th concession of the township of Fenelon, county of Victoria, Ont.	40 00
	1910.			
18463	Jan. 10..	Elizabeth A. Fowler *et al.* ..	Damages to lots Nos. 15 and 16 in the 9th concession of the township of Smith, county of Peterborough, Ont.	16 00

* Too late for last year's report.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
18464	July —	David J. Ball *et al.*	Damages to west half of east half of lot No. 7 in the 10th concession of the township of Harvey, county of Peterborough, Ont.	12 00
18467	May 8	William S. Rutherford *et al.*	For damages by water to north three-quarters of lot No. 6 in the 3rd concession of the township of South Monaghan, county of Northumberland, Ont.	220 00
18470	July 17	Archibald Johnston	For damages by water to lots Nos. 1 and 2, and to lot 'A,' in the 14th concession of the township of Harvey, county of Peterborough, Ont.	200 00
18472	May 29	Hugh Allen *et ux.*	For damages by water to the east half of lot No. 3, in the 14th concession of the township of Harvey, county of Peterborough, Ont.	96 00
18473	July 27	Michael D. Wallace *et ux.*	For damages by water to the north half of the southwest quarter of lot No. 8; the north half of the southwest half of lot No. 9; the north half of the southeast quarter of lot No. 9, and the south half of the northwest quarter of lot No. 8, in the 7th concession of the township of Otonabee, county of Peterborough, Ont.	144 00
18471	Dec. 1	Alexander Reid *et al.*	Damages by water to part of lot No. 3, in the 4th concession of the township of South Burleigh, in the county of Peterborough, Ont.	120 00
	1910.			
18474	Feb. 26	James Gilchrist Burnham *et al.*	Damages by water to northeast quarter of lot No. 11, and to parts of lots 12, 13 and 14, concession 6, township of Otonabee, county of Peterborough, Ont.	424 00
	1909.			
*18475	Feb. 5	Darius G. Hall *et al.*	For damages by water to lot No. 2, in the 11th concession of the township of Harvey, county of Peterborough, Ont.	130 00
18476	May 15	Isabel Eastwood *et al.*	Damages by water to island No. 78, in Stoney lake, in the township of Burleigh, in the county of Peterborough, Ont.	200 00
*18477	Feb. 10	George W. Bennett *et al.*	For damages by water to island No. 56, of the township of Peterborough, Ont.	150 00
18478	April 1	John Faux *et al.*	Damages by water to parts of broken lots 12 and 13 in the 2nd concession of the township of Otonabee, county of Peterborough, Ont.	500 00
*18479	Jan. 26	William James Northey *et ux.*	Damages by water to lot No. 27, in the 14th concession of the township of Smith, in the county of Peterborough, Ont.	42 00
18480	June 21	Archibald Wilson *et al.*	For damages by water to lot No. 2, in the 16th concession of the township of Harvey, county of Peterborough, Ont.	245 00
	1910.			
18481	Feb. 8	Daniel Ward *et al.*	For damages by water to the west half of lot No. 22, in the 16th concession of the township of Harvey, county of Peterborough, Ont.	300 00
	1909.			
18482	June 24	George Walford Hatton	For damages by water to part of lot No. 3, in the 7th concession, and to the east half of lot No. 2, in the 6th concession of the township of South Burleigh, in the county of Peterborough, Ont.	192 00
	1910.			
18483	Jan. 29	Martha Perrin *et al.*	For damages by water to parts of lots Nos. 17 and 18, in the 2nd concession of the township of South Monaghan, county of Northumberland, Ont.	240 00
	1909.			
18484	June 19	Robert James Gray *et al.*	For damages by water to parts of west half of lot No. 8, and to parts of west half of lot No. 7, in 10th concession of the township of Otonabee, in the county of Peterborough, Ont.	500 00
18485	May 22	James Carlington Foley *et al*	Damages by water to the west half of lot 11, and to the west half of lot No. 12, in the 4th concession of the township of Otonabee, county of Peterborough, Ont.	320 00

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* Too late for last year's report.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
18486	Dec. 16..	John Moncrief *et ux*.......	Damages by water to the southwest quarter of lot No. 13, in the 1st concession of the township of South Monaghan, county of Northumberland, Ont.	40 00
	1910.			
18487	Feb. 1..	John Brandon Beatty *et al.*	For damages by water to the south half of the west half of lot No. 25, in the 16th concession of the township of Harvey, county of Peterborough, Ont.	75 00
	1909.			
18488	Aug. 14..	William McIlmoyle *et ux*....	Damages by water to part of lot 21, in the 15th concession of the township of Smith, county of Peterborough, Ont.	25 00
	1910.			
18489	Feb. 26..	William Beatty *et al*.......	Damages by water to the south quarter of lot No. 20, concession 16, of the township of Harvey, county of Peterborough, Ont.	24 00
	1909.			
18490	Oct. 23..	William Wedlock *et al*.....	Damages by water to part of lot No. 13, parts of the southwest quarter of lot No. 14, part of the east half of lot No. 14, and parts of lot 15, in the 6th concession of the township of Otonabee, county of Peterborough, Ont.	600 00
*18491	Mar. 2..	Bruce Johnston *et al*.......	For damages by water to part of lot No. 10, in the 10th concession of the township of North Monaghan, county of Peterborough, Ont.	720 00
	1910.			
18492	Feb. 26..	Morgan Adam *et al*........	For damages by water to east half of lot No. 28, in the 14th concession of the township of Smith, county of Peterborough, Ont.	24 00
18493	" 11..	George Whittington *et al.*.	For damages by water to lot No. 17, and part of lot No. 16, in the 3rd concession of the township of South Monaghan, county of Northumberland, Ont.	240 00
	1909.			
18494	Dec. 30..	David Bardow *et al*.......	For damages by water to the west half of lot No. 24, in the 16th concession of the township of Harvey, in the county of Peterborough, Ont.	50 00
	1910.			
18495	Jan. 15..	Frank Howard Savigny *et al.*	Damages by water to part of the east half of lot No. 15, in the 17th concession of the township of Otonabee, county of Peterborough, Ont.	65 00
18496	" 15..	Thomas Thomson *et ux*....	For damages by water to lot No. 4, and part of lot No. 1, block 'A,' township of Otonabee, county of Peterborough, Ont.	60 00
	1909.			
18497	May 22..	Henry G. Nisbett.........	For damages by water to west half of lots Nos. 4 and 5, in the 16th concession of the township of Harvey, county of Peterborough, Ont.	140 00
18498	June 19..	David Hutchison *et ux*.....	For damages by water to lot No. 14, in the 17th concession of the township of Otonabee, county of Peterborough, Ont.	650 00
18499	June 19..	Walter Thompson *et ux*....	Damages by water to lot No. 7, in the 9th concession of the township of Otonabee, county of Peterborough, Ont.	1,100 00
	1910.			
18500	Feb. 1..	Rupert H. Bradburn *et al*	For damages by water to west half of lot No. 12, in the 17th concession of the township of Otonabee, county of Peterborough, Ont.	240 00

* Too late for last year's report.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1910—*Concluded.*

TRENT CANAL—*Concluded.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1909.			$ cts.
18501	Dec. 21..	Lewis Parker *et al*.........	For damages by water to part of lot 19, in the 15th concession, east of Eel's creek, township of Harvey, county of Peterborough, Ont.	60 00
18502	Nov. 24..	Benjamin Kindred *et al*....	For damages by water to northwest quarter of lot No. 8, in the 8th concession of the township of Otonabee, county of Peterborough, Ont.	160 00
18503	Dec. 17..	Matilda Wright *et al*.......	Damages by water to the south half of lot No. 4, in the 7th concession of the township of North Monaghan, in the county of Peterborough, Ont.	200 00
18504	June 23..	Ellen Cadigan *et al*........	Damages by water to part of lot 4, and to the northeast quarter of lot 5, in the 10th concession of the township of Ennismore, county of Peterborough, Ont.	225 00
*18505	Mar. 8..	Daniel Cadigan *et al*.......	Damages by water to parts of lots 4 and 5, in the 10th concession of the township of Ennismore, county of Peterborough, Ont.	250 00
18506	June 12..	Eleanor A. Allen..........	For damages by water to lot No. 4, in the 14th concession of the township of Harvey, county of Peterborough, Ont.	150 00
	1910.			
18507	Mar. 1..	Nathaniel Crowe *et al*......	Damages by water to part of the west half of lot No. 18, in the 15th concession of the township of Harvey, county of Peterborough, Ont.	35 00
	1909.			
18513	May 4..	John B. McWilliams *et ux*.	Damages by water to lots Nos. 2 and 3, in the 11th concession of the township of South Burleigh, and to island No. 47, in the township of Dummer, county of Peterborough, Ont.	400 00

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* Too late for last year's report.

H. F. ALWARD,
Departmental Solicitor.

PART III

REPORTS OF THE GOVERNMENT RAILWAY BOARD AND OTHER OFFICIALS FOR THE YEAR 1909-1910.

1. Government Railways Managing Board.
    W. B. MacKenzie, Chief Engineer, I.C.R.
    T. C. Burbee, Engineer of Manitenance, I.C.R.
    G. R. Joughins, Superintendent of Motive Power, I.C.R.
    S. L. Shannon, Comptroller, I.C.R.
2. T. C. Burbee, Engineer of Maintenance, Windsor Branch.
    S. L. Shannon, Comptroller, Windsor Branch.
3. W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
    G. A. Sharpe, Superintendent, P.E.I. Ry.
    W S. Poole, Mechanical Superintendent, P.E.I. Ry.
    W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
4. Chairman and Secretary of Government Railways Provident Fund.

MONCTON, N.B., July 6, 1910.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1910.

The board was constituted by an order in council, dated April 20, 1909, and the following were appointed its members, namely:—

Mr. M. J. Butler, Deputy Minister and Chief Engineer of the Department of Railways and Canals, chairman of the board.
Mr. David Pottinger, I.S.O.
Mr. E. Tiffin, general traffic manager.
Mr. F. P. Brady, general superintendent.

Subsequently on February 5, 1910, Mr. Butler having resigned, Mr. A. W. Campbell, C.E., Deputy Minister of the Department of Railways and Canals, was appointed chairman of the board, and Mr. D. Pottinger, assistant chairman, by order in council, dated February 3, 1910.

The board, therefore, from February 5 to March 31, 1910, was constituted as follows:—

Mr. A. W. Campbell, C.E., chairman, Ottawa.
Mr. D. Pottinger, I.S.O., assistant chairman, Moncton.
Mr. E. Tiffin, general traffic manager, Moncton.
Mr. F. P. Brady, general superintendent, Moncton.

The board held its first meeting on May 26, 1909, at Montreal.

There were twenty-three meetings in all from that date to March 31, 1910, ten of them in Montreal, eleven in Moncton and two elsewhere along the line of railway.

The railways under the control of the board are:—

The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

Separate accounts are kept for each of these railways, and they will be considered separately in this report.

THE INTERCOLONIAL RAILWAY.

The following reports of officials are inclosed:—

Report of the Chief Engineer on the works charged to capital account.

Report of the Engineer of Maintenance on the repair and renewal of the permanent way buildings and works.

Report of the Superintendent of Motive Power, and of the Mechanical Department's Accountant, with the statements relating to the Mechanical Department.

Also the general accounts of the railway prepared by the comptroller, as follows:—

1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores account.
9. General balance.
10. Statement of averages.

Return of casualties.

The length of railway in operation during the year was the same as last year, 1,447·13 miles.

CAPITAL ACCOUNT.

The cost of road and equipment on March 31, 1909, was $90,994,664.06. The additions during the year were as follows:—

Campbellton—improvements		$ 1,988 49
Chatham—diversion of line and branch to wharf		5,228 44
Chaudiere Junction—engine house, &c.		6,834 61
Dalhousie—extension to wharf		27,500 00
Eastville—to provide a subway crossing, about one mile south of Londonderry station		68 75
Halifax—increased accommodation		179,953 93
Indiantown and Blackville—to put line into condition for operation		49 994 90
Loggieville—improvements		25,474 27
Moncton—locomotive and car shops with equipment and new freight yard		399,400 49
Moncton—cut-off line at		1,975 15
Mulgrave—improvements		18,403 15
Newcastle—improvements		2,472 16
North Sydney—improvements		5,771 37
Pictou—increased accommodation		800 64
Point Tupper—improvements		3,998 88
Probert's—to provide an overhead crossing, about two miles north of Londonderry station		43 14
Riviere du Loup—engine house, machine shops, &c		156,945 33
Sackville—improvements		7,875 81
Sydney Mines to River George—diversion of line		20,256 36
St. Cyrille and Drummondville—diversion of public road to eliminate a crossing at rail level		1,300 00
Ste. Flavie—increased accommodation		3,754 26
Ste. Rosalie—improvements		3,540 32
Truro—increased accommodation		17,019 51
New machinery for locomotive and car shops		95,799 43
Construction—original		6,644 09
Double tracking parts of line		68,977 65
Increased accommodation and facilities		100,565 28
New turn-tables		2,696 13
Strengthening bridges		10,272 26
Rolling stock		10,430 54
To increase water supply		42,482 26
		$1,278,467 60
Less:		
To extension to Sydney Mines, 1908-09	$ 4 90	
To increased accommodation at Stellarton, 1908-09	53 25	
		58 15
		1,278,409 45
Making the total cost on March 31, 1910		$92,273,073 51

The explanation of the above deductions is as follows:

The $4.90 is a refund of an amount overpaid for legal services.

The amount of $53.25 is composed of two sums, a cheque for $50 was issued to pay for land, the person in whose favour the cheque was drawn refused to accept the amount offered, and the cheque was cancelled, the $3.25 is a credit for express charges refunded.

Explanations in regard to the expenditures on capital account will be found in the report of the chief engineer, and in the report of the superintendent of motive power.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$9,268,234 99
Working expenses	8,645,070 33
Net earnings	$ 623,164 66

The gross earnings compare as follows with those of the previous year:—

In 1909-10	$9,268,234 99
1908-09	8,527,069 46
Increase	$ 741,165 53

The earnings from passenger traffic compare as follows:—

In 1909-10	$2,765,884 66
1908-09	2,628,218 57
Increase	$ 137,666 09

The earnings from freight traffic compare as follows:—

In 1909-10	$6,048,884 18
1908-09	5,502,550 58
Increase	$ 546,333 60

The earnings from mails and express freight compare as follows:—

In 1909-10	$453,466 15
1908-09	396,300 31
Increase	$ 57,165 84

The earnings by mile of railway compare as follows:—

In 1909-10	$6,404 56
1908-09	5,892 40
Increase	$ 512 16

The earnings by train compare as follows:—

In 1909-10	$1 39
1908-09	1 24

The number of passengers carried compares as follows:—

In 1909-10	$3,122,324
1908-09	2,907,237
Increase	$ 215,087

There was an increase of 217,330 in the number of local passengers, and a decrease of 2,243 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	Tons.
In 1909-10	3,927,240
1908-09	3,573,972
Increase	353,268

There was an increase in local freight of 216,188 tons, and also an increase in through freight of 137,080 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic and mails and sundries.

Passenger statement showing monthly the number of local and of through passengers carried, and the mileage.

Freight statement showing monthly the number of tons of local and of through freight carried, and the mileage.

Comparative statement of the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

Statements of the ocean borne passenger business at Halifax, at St. John and at Quebec, showing the number of passengers received by the railway from each of the steamers named.

Statements of ocean borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported by the lines of steamers named and carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1909-10	$8,645,070 33
1908-09	9,328,021 55
Decrease	$ 682,951 22

The averages compare with those of last year as follows:—

Per mile run by engines—	
In 1909-10	1·0042
1908-09	1·0129
Per mile run by trains—	
In 1909-10	1·29
1908-09	1·35
Working expenses per mile of railway—	
In 1909-10	$5,973 94
1908-09	6,445 89

The Engineer of Maintenance reports that the track, bridges and structures of the railway have been kept in good repair.

During the year 600.163 ordinary ties and 288 sets of switch ties were put in.

56·38 miles of track were reballasted, 67.659 cubic yards of ballast being used.

3·85 miles of additional sidings were provided at various points.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 47·42 miles of fences were built.

The snow sheds and snow fences were repaired.

The Superintendent of Motive Power in his report which is sent herewith states that the general condition of the rolling stock is good.

One box freight car, sixteen platform cars and one flanger car were rebuilt in the railway shops to replace an equal number taken out of service.

Thirty steel side dump coal cars were purchased to replace coal cars of an equal capacity taken out of service. Six box baggage cars were purchased to replace an equal number of cars taken out of service.

All the above were charged to working expenses.

STORES.

The value of stores purchased was	$2,800,212 24
The value of stores used was	3,363,105 44
The value of material sold was	225,144 67
The value of stores on hand at the end of the year was:—	
Miscellaneous	$ 511,892 90
Fuel	416,911 37
Roadway and bridge material	314,377 42
Total	$1,243,181 69

ACCOUNTS.

During the session of parliament of 1908-09, the Select Standing Committee on Public Accounts inquired into and considered the various items composing the general balance of the railway, and recommended that items amounting to $153,731.04 which were found to be uncollectable be eliminated from the general balance. This recommendation was approved by parliament and the items were transferred to Dominion account accordingly.

GENERAL.

The winter of 1909-10 was comparatively mild and more favourable to the working of the railway than the previous year. There were several heavy snowstorms, but they caused very little delay to trains. The expenditure for clearing snow and ice was $91,124.29. The sudden and extreme changes of temperature experienced during the winter made it very trying to the rolling stock and also to the track.

On August 3, 1909, the coal shed at Richmond was destroyed by fire, together with about 50 tons of coal. The trestle leading to the coal shed was partly burned. Thirteen light box cars, one cattle car, one gondola car, seven large coal hopper cars and two small coal hoppers were also destroyed in the same fire. The balance of the coal in the shed was saved; some of it in a damaged condition.

On November 17, 1909, the car service building at Moncton, the ground floor of which was occupied by the trainmen's rest rooms and by the express companies, and the upper floor of which contained the offices of the car service department, was considerably damaged by fire, one end of the building being destroyed with all the car service records. Temporary accomodation was provided for the occupants of the building until it was rebuilt.

Between April 15 and 23, 1909, considerable trouble was experienced on the portion of the line between Gibson and Blackville in consequence of high water. Heavy rains set in and the freshets caused several washouts and earth slides; the ice jammed in the Miramichi river and the water rose and overflowed the track to a depth of several fect at a number of places, the track at McNamee's flats being under the water for some distance for several days. During that time the movement of freight traffic was interrupted, and passengers and mails were transported only with difficulty and some delay, a transfer having to be made by teams at places where the trains could not get through. When the water had subsided and the repairs to the roadway and track were being made it was found desirable to raise the track at McNamee's and an expenditure of $1,000 was made on that account.

From September 27 to 30, 1909, trouble was again experienced on the same portion of the line from washouts, earth slides and overflow of water, in consequence of continual heavy rains. The movement of freight was again delayed. Passenger trains were also delayed on that account. The total cost of repairing the damage done on the above section of the road amounted to $2,673.65.

On October 1, 1909, there were several washouts in the neighbourhood of Dorchester, caused by high tides in the Petitcodiac river, and trains, both passenger and freight, were delayed to some extent in consequence. When repairing these washouts, it was decided to raise the level of the track in certain places by filling so as to afford better protection for the future, and this was done at a cost of $3,426.56—6,660 cubic yards of material being used for the purpose.

On October 25 and 26, 1909, a succession of heavy rain storms caused a number of washouts at different places on the line between New Glasgow and Mulgrave; the most serious ones being Sylvan Valley Mills, Pomquet, Afton and Delorey's. All traffic over that portion of the road was interrupted for twenty-four hours. The cost of repairing the damage done amounted to $2,141.78.

WINDSOR BRANCH RAILWAY.

Ths line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is under lease to the Dominion Atlantic Railway Company, which operates the line, and which has also running powers over the Intercolonial railway between Windsor Junction and Halifax.

The Windsor branch is maintained by the government, and the company pays to the government one-third of the gross earnings.

The following statements of the accounts prepared by the comptroller are inclosed:—

No. 1. Revenue account.
No. 2. Maintenance of way and structures.
No. 3. General balance.
No. 4. Statement of earnings.

Also the report of the Engineer of Maintenance on the work done during the year, and on the condition of the branch.

The revenue (⅓ earnings) was	$60,653 98
The cost of maintenance was	23,549 90
Net earnings	$37,104 08

The earnings increased considerably over those of the previous year as follows:—

Earnings, 1909-10	$60,653 98
Earnings, 1908-09	56,031 33
Increase	$ 4,622 65

The increase was in both passenger and freight traffic.

The Engineer of Maintenance reports that the track, bridges, and structures have been kept in good repair.

PRINCE EDWARD ISLAND RAILWAY.

This railway is 267·5 miles in length, and the gauge is 3 feet 6 inches.

The following reports of officials are enclosed:—

Report of the Chief Engineer on the works charged to capital account.

Report of the Superintendent, who sends statements of the various accounts prepared by the accountant and auditor, also the report of the Mechanical Superintendent and the statements in regard to that department, also the return of casualties which occurred during the year.

The cost of road and equipment on March 31, 1909, was	$8,258,967 94
The expenditure during the year was	206,396 97
Making the total cost on March 31, 1910	$8,465,364 91

The report of the superintendent and the report of the chief engineer give the details and explanations in regard to capital expenditure.

The working expenses for the year were	$427,283 73
The gross earnings were	319,074 74
Deficiency	$108,208 99

The gross earnings compare with the previous year as follows:—

In 1909-10	$319,074 74
In 1908-09	311,319 63
Increase	$ 7,755 11

The increase was in both passenger and freight traffic.

The working expenses compare with the previous year as follows:—

In 1909-10	$427,283 73
In 1908-09	400,330 41
Increase	$ 16,953 32

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of this fund which has been sent separately shows:—

Credit balance on March 31, 1909	$225,898 31
During the fiscal year the contributions of the employees amounted to	69,949 70
The contributions of the railways amounted to	69,949 70
Amounts received for refunds	483 06
A total of	$366,280 77
The total expenditure was	117,010 01
Leaving a balance of	$249,270 76
To which is to be added the interest	6,314 32
Making a total amount to the credit of the fund on March 31, 1910	$255,585 08

During the year one hundred and sixty-eight employees were retired and placed upon the fund and seventeen have died, leaving three hundred and fifty-three persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of 151 persons compared with last year.

We have the honour to be, sir,

Your obedient servants,

A. W. CAMPBELL, Chairman.

D. POTTINGER, Assistant Chairman.

E. TIFFIN, General Traffic Manager.

F. P. BRADY, General Superintendent.

Government Railways Managing Board.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N.B., June 30, 1910.

SIR,—I have the honour to submit the following report on Capital Account expenditure for the fiscal year ending March 31, 1910:—

TOWARDS DOUBLE TRACKING PARTS OF THE LINE.

The double track between Moncton and Païnsec Junction was completed and put in operation on August 22, 1909.

A concrete retaining wall with iron pipe railing was constructed for the protection of the street leading from Church street to St. George street; this was necessary on account of this street having been narrowed considerably by the excavation for the second track.

Electric signal gongs were installed for protection at the following crossings:—

Irishtown Road, Sunny Brae, and at Lutes, Queen, Robinson, Victoria, St. George and Church streets in the city of Moncton.

A signal tower was built and an interlocking plant installed for the protection of trains at the point where the Moncton and Buctouche railway crosses the Intercolonial.

·419 of an acre of land required for the right of way was purchased.

IMPROVEMENTS AT MULGRAVE.

The work in connection with the extension of the water pipe line, and construction of a reservoir for additional water supply for which the contract was let in the fiscal year 1908-09 was completed.

·3061 of an acre of land required for the reservoir was purchased.

A second track was laid on the main line from Pirate Harbour to Mulgrave, a distance of 1,986 lineal feet.

A brick house with concrete foundation was erected for the hoisting engine in connection with the transfer bridge of the Strait of Canso ferry service.

IMPROVEMENTS AT LOGGIEVILLE.

The station facilities at this point were remodelled and enlarged.

·688 of an acre of land was purchased.

A new five-stall brick engine house and annex, a standard cinder pit and ring wall for turntable were built. (The ring wall and turntable were charged to Capital Appropriation—'New Turntables.')

A steam heating apparatus was provided for the engine house.

A complete system of drainage was provided to carry drainage to the river about 900 feet distant from the engine house.

The water supply was extended from the existing tank through a line of 10-inch C. I. pipe to a stand pipe located near cinder pit, and from stand pipe to engine house and station. The tracks in yard were remodelled and lengthened by the laying of 2,805 feet of additional sidings.

The station was removed to a new location to suit the remodelled yard. It was also remodelled and extended. A new cellar and foundation was provided and new platform built. A new freight shed 20 feet by 60 feet with a freight platform was erected. On account of bad weather and early frost last fall, the work on the water service and drainage system was not completed.

The cast iron smoke jacks, water service and heating of engine house were not completed.

All the uncompleted work will be finished up early in the fiscal year of 1910-11.

All the work, excepting the freight house and platform was done by the day, as a large part of the material used was taken from other buildings that had been demolished. The freight house and platform were built under contract.

To increase accommodation at Truro—

The work in connection with the contract for the construction of a highway at the east end of the yard to take the place of Christie's lane was completed. The lane was closed by the construction of a track in the new yard.

The cribwork protection at the ends of the bridge abutments of the approaches to the new yard, was also completed.

An addition of six pockets were added to the existing coaling plant.

An office for the yardmaster was under construction by day labour, and will be completed in fiscal year 1910-11.

Some grading was done and 4,938 lineal feet of tracks laid in the new yard.

301,418 square feet of land required for yard accommodation were purchased.

To increase accommodation at Pictou.

A loading platform was provided and an addition added to the existing ice house.

Cut-off Line at Moncton.

Location surveys were made from Sunny Brae flag station to the vicinity of the new shops at Moncton, a total distance of 1·44 miles of double track.

Expropriation plans and descriptions for right of way were filed (October, 1909), and plans and specification prepared in readiness to ask tenders for construction.

Original Construction.—

Under this appropriation, the following amounts werer paid: Marion S. Morrow, widow of Geoffrey Morrow; Chas. T. Mander, Deaf and Dumb Institution; and Henry N. Paint, $5,906.25 for 118,125 square feet of land and land covered with water at Point Tupper. Imperial Oil Company, $344 for repayment of expenses for removal of oil pipes and other property at Africville made necessary by the removal of the railway fence to the eastward in consequence of the double tracking of the Intercolonial railway between Richmond and Rockingham.

R. T. MacIlreith, $219.94, for legal expenses in connection with the Imperial Oil Company's claim.

James Friel, $10 for legal services *re* North River ballast pit.

P. S. Archibald, $107.60, and Chief Engineer of the Intercolonial railway, $38.15, for services and expenses in connection with case Montgomery vs. The King—Dalhousie water supply.

A. M. McLellan, $18.15, for expenses *re* Cameron's siding, Sylvester.

Improvements at North Sydney—

An extension was built to the existing freight shed on the railway wharf.

To Strengthen bridges—

During the year bridges were erected at the following places:—

	Feet.	Inches.
St. Octave—1 beam span	13 —	2
St. Octave—1 beam span	14 —	0
Kempt—1 beam span	12 —	9
Kempt—1 beam span	14 —	9
Cedar Hall—1 beam span	17 —	11
Cedar Hall—1 beam span	17 —	5
Cedar Hall—1 beam span	14 —	6
Amqui—1 beam span	13 —	6
Amqui—1 beam span	13 —	0
Beau Rivage—1 beam span	17 —	6
Beau Rivage—1 deck plate girder span	34 —	6
Trois Saumons—1 deck plate girder span	25 —	0
Hadlow—1 deck plate girder skew span	56 —	6
St. Romuald—1 beam span	14 —	8
St. Romuald—1 beam span	15 —	9
St. Romuald—1 beam span	16 —	0
St. Romuald—1 through plate girder span	25 —	5
St. Romuald—1 beam span	13 —	5
St. Romuald—1 beam span	17 —	3
St. Romuald—1 beam span	16 —	3
St. Romuald—1 beam span	17 —	4
St. Romuald—1 deck plate girder span	34 —	6
St. Romuald—1 deck plate girder span	18 —	9
St. Romuald—1 beam span	18 —	9
St. Romuald—1 beam span	21 —	0

The necessary alterations and painting in connection with the above bridges will be completed in fiscal year 1910-11.

The Hillside paving blocks that were delivered last year were laid on the Union street overhead bridge.

Improvements at Sackville.

The freight shed for which the contract was let last year was completed and the building wired for electric lighting. New freight scales were put in freight shed.

A cattle pen was provided. A roadway was made from the new freight shed on Intercolonial railway property to Lorne street.

The grading required around new freight house was completed and 775 lineal feet of tracks laid.

To increase accommodation at Halifax—

The contract work in connection with the 36-stall engine house and concrete annex, power house and for the supply and installation of a fan-heating system, steam and water pipes, &c., for the engine house were completed, but the final estimates were not paid on account of the appropriation being exhausted.

The 3-280 H.P. boilers, supplied under contract by the Canada Foundry Co., were erected in place on concrete foundations in the boiler house.

The oil house was equipped with a set of tanks and pumps, supplied under contract by the S. F. Bowser & Co., Ltd.

Alterations were made to the coaling pockets to facilitate the handling of coal for the low engines.

Improvements were made to the water supply system.

The work in connection with the moving of the electric plant from North street to the Willow Park yard and wiring the new buildings and yard was carried on during the year.

Tho final estimate in favour of Beazley Bros., on their contract for submarine blasting and dredging at Deep Water terminus was paid.

The balance due the contractor in connection with the double tracking of the Cotton Factory branch which was completed in 1908-09, was paid.

A trackman's tool house was erected on the Cotton Factory branch.

5·215 acres of land required for right-of-way for Cotton Factory branch were purchased.

13,835 lineal feet of tracks were laid in the Willow Park yard and ballasted.

For details of machinery, see report of G. R. Joughins, superintendent of motive power and rolling stock.

Diverson of line Sydney Mines to River George—

Surveys were made for a single track diversion from near George's River station to Sydney Mines, via the shore of Little Bras d'Or lake, a distance of 9·09 miles. Plans and specifications have been prepared and tenders asked for.

Diversion of line at Chatham and branch to wharf.

Location has been made from Nelson station, easterly through the town of Chatham, thence to a point about 1¼ miles east of the town limits three miles west of Loggieville and where the new line connects with the existing one. Length of new line, 8·28 miles.

Plans and specifications were prepared and tenders asked for.

Locomotive and car shops with equipment and new freight yard at Moncton—

Some additions and extensions were made to the internal arrangements of the locomotive and passenger car repair shops, and a terrano floor was put in the power house.

Additions were made to the water and drainage pipes.

10 96-inch diameter cast iron turntables were installed.

9 96-inch diameter steel turntables for trolley tracks were installed.

A 15-inch steam header for the steam boilers was erected.

2 chain grate stokers were provided for the boilers taken from the old shops.

A large area of excavation was made by steam shovel and 28,597 lineal feet of track laid and ballasted.

For details of machinery and electrical equipment, see report of G. R. Joughins.

New turntables—

The 75-foot steel turntable that was delivered at Loggieville in year 1908-09 was erected in place on a concrete centre foundation and ring wall.

To increase water supply—

The following work was done under this appropriation during the year:—

St. Apollinaire.—The work in connection with water supply and tank at this place has been completed. A piece of land for a reservoir on the brook was taken; but the amount offered the proprietor has been refused. Three mill-owners further down the brook claim that the taking of water from the brook by the railway produces a scarcity of water for the operation of their mills, and they are claiming damages.

Cedar Hall.—A survey was made, plans and specification prepared and tenders asked, and a contract let for an extension to the existing pipe line and for the construction of a reservoir and a 50,000 gallon water tank.

North Sydney.—The existing pipe line was extended 240 lineal feet and one fire hydrant erected for fire protection.

Contract was let for 50,000 gallon water tanks at Rogersville, Beaver Brook and Windsor Junction, and the work of construction is under way.

Little Metis.—The existing pipe line was extended and a pump house, pump and boiler provided.

Sussex.—The existing pipe line was extended and pump house, pump and boiler supplied.

St. Charles Junction.—The work in connection with the water supply at this place was completed.

Reservoirs were fenced at Springhill Junction, Piedmont aud Bathurst.

Sydney.—The existing pipe line was extended 240 feet and three fire hydrants erected for fire protection.

Increased accommodation and facilities along the line.

Mackenzie.—A combined passenger station and dwelling was provided.

Boiesdale.—A passenger station was provided.

St. John.—A wooden car repair shop was provided. A fire alarm system was installed throughout the yard. Some grading was done and 5,579½ feet of track laid in the yard and ballasted.

Dorchester.—Toilet accommodations were installed in the station and agent's dwelling apartments.

Petit Rocher.—An electric semaphore was erected west of the station on the spur line to the wharf, but was only in operation a short time when it was taken down and is now stored at Moncton.

New Glasgow.—The freight office was enlarged and a hot water heating system installed.

Merigomish.—An addition to the freight shed was built.

Montmagny.—A building for baggage, coal and oil was provided.

Dalhousie.—A one-stall brick engine house was built by day labour.

Hampton.—A baggage room was provided.

Carrolls.—A shelter was provided.

Marysville.—The existing freight shed was extended.

St. Paschal.—The existing freight shed was extended and room provided for baggage, coal and oil.

Little Metis.—Plans and specification were prepared for a wooden station, tenders asked and contract let, which was cancelled before any work was done.

Lac au Salmon.—The freight shed was extended.

Hurley Brook.—A shelter and platform was provided.

McLeod's.—A shelter and platform was provided.

Amqui.—A sewer was put in for drainage from station to take the place of two cess pits.

St. Pierre.—A loading platform was built.

L'Islet.—A building for baggage, coal and oil was provided.

St. Alexis.—The freight shed was extended.

Ivory's.—A shelter and platform was provided.

Weaver's.—A shelter and platform was provided.

Upper Blackville.—A building for baggage, coal and oil was provided.

St. Philippe de Neri.—A loading platform was built.

Aston Junction.—A building for baggage, coal and oil was provided

Astle's Crossing.—A shelter was provided.

Manzer's.—A shelter was provided.

Nashwaak.—A shelter and platform was provided.

Blissfield.—A shelter was provided.

Cushman's.—A shelter and platform was provided.

Clearwater.—A shelter was provided.

Forks.—A shelter and platform was provided.

St. Valier.—A loading platform was provided.

Renous.—A combined station and freight shed with freight and passenger platform was provided.

Crossing signal gongs were installed at the following places:—

Bedford.—One at crossing east of station.

Brookfield.—One at Dunmore road.

Sussex.—One at crossing east and one at crossing west of station.

Sydney.—One at King's road.

Sydney Mines.—One at Bras d'Or road.

Antigonish.—One at Sylvain road.

Halifax.—One on main line at Richmond and one on Cotton Factory branch.

Fencing.—During the year standard wire fencing was erected as follows:—

	Rods.
Drummond county division	1,365
North No. 2 division	26
North No. 1 division	119
Canada Eastern division	21,226½
Central division	192
Eastern extension division	57

An extension was made to the east cottage at Moncton.

St. Anaclet.—A building for baggage, coal and oil was provided.

St. Alexander.—A building for baggage, coal and oil was provided.

Bore holes for water.—Were bored at the following places: Leitches Creek, Scotsburn, West Bay road, Elmsdale, Shubenacadie, Boundary Creek, Salisbury, Daveluyville, Carmel, Cacouna, Tobin and East Mines.

Sidings—

Petit Rocher—New siding, 776 feet.

Upper Dorchester—Siding extended, 434 feet.

Dalhousie Wharf.—New siding, 504 feet.

Enfield.—New siding, 642 feet.

Bathurst.—New siding, 555½ feet.

Boiestown.—Siding extended, 1,504 feet.

Boiestown.—Spur siding, 567 feet.

Carrolls.—Siding extended, 687 feet.

Amqui.—Siding extended, 336 feet.

Tatamagouche.—Siding extended, 150 feet.

Windsor Junction.—Siding extended, 820 feet.

Lac au Saumon.—New siding, 428 feet.

Gibson—New siding, 3,700 feet.

Renous River Bridge.—New siding, 260 feet.

Improvements at Ste. Flavie—

The yard was improved by laying 3,840 additional feet of track.

Improvements at Ste. Rosalie—

A bore hole for water is being sunk. Improvements were made to the yard and 1,094 feet of track laid.

Engine house, &c., Chaudiere Junction—

Plans and specification were prepared for an addition of 6 stalls to the engine house.

The freight car repair shop for which the contract was let in 1908-09 was completed.

Improvements were made to the water service and coaling pockets.

1,116 feet of track was laid in the yard.

Engine House, machine shop, &c., Riviere du Loup—

The contract for the machine shop, boiler house and brick chimney was completed. 3—290 H.P. boilers were supplied and erected in place on concrete foundations in the boiler room.

2—60-ton 4-motor and controller electric cranes 66 foot span with 10-ton auxiliary hoist and one 10-ton 3-motor electric travelling crane, 37-foot span, 16-foot lift, alternating current, were delivered and erected in place in the machine shop.

A brick stores and office building was constructed.

Plans and specification were prepared, tenders asked and contract let for an addition of 6 stalls to the existing engine house and for an addition to the freight shed and the work of construction gone on with. A fan heating system was installed in the machine shop, erecting shop, boiler and wheel shop and blacksmith shop. The old engine house was torn down and the material used in constructing engine house at Loggieville and Dalhousie. A large amount of grading was done in the year and 10,393 lineal feet of new tracks laid. Improvements were made to the water service.

For details of power plant, electrical equipment and machinery, see report of G. R. Joughins, superintendent of motive power and rolling stock.

Improvements at Drummondville—

Nothing was done under this appropriation.

Improvements at Newcastle—

The engine house was wired for electric lighting.

Improvements at Campbellton—

The extension to the pipe line for water service for which the contract was let in 1908-09 was completed.

Improvements at Point Tupper—

A rest house for the accommodation of trainmen was provided.

The water supply was improved by raising dam at reservoir. A brick house with concrete foundation was erected for the hoisting engine in connection with the transfer bridge of the Strait of Canso ferry service.

To provide an overhead crossing at Probert's. About 2 miles north of Londonderry Station—

Nothing was done under this appropriation.

To provide a subway crossing at Eastville. About one mile south of Londonderry Station—

Nothing was done under this appropriation.

Rolling stock—

For details of this appropriation, see report of G. R. Joughins, superintendent of motive power and rolling stock.

New machinery for locomotive and car shops—

For details of this appropriation, see report of G. R. Joughins, superintendent of motive power and rolling stock.

To put railway between Indiantown and Blackville into condition for operation—

This work was completed.

Extension to Dalhousie wharf—

The work in connection with the extension to this wharf was completed in the fiscal year 1908-09. The appropriation of 1909-10 for $27,500 was to cover an amount held in suspense account for this work.

Diversion of road to eliminate crossing at rail level, between St. Cyrille and Drummondville—

This work was done in the fiscal year 1908-09 by the corporation of the town of Drummondville and the appropriation of $1,300 for 1909-10 was to cover the cost which was held in suspense account.

I have the honour to be, sir,
Your obedient servant,
(Signed) WM. B. MacKENZIE,
Chief Engineer.

D. Pottinger, Esq., I.S.O.,
Assistant Chairman, Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

Moncton, N.B., June 1, 1910.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

Gentlemen,—I beg leave to submit the following annual report for the Maintenance of Way Department for the year 1909 and 1910.

TRACK.

During the year 38·40 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and replaced with 67 and 80 lb. rails.

TIES.

During the year 600, 163 ordinary ties and 288 sets of switch ties were put in the track.

BALLASTING.

During the year 56·38 miles of track was ballasted, using 67,659 cubic yards of ashes and gravel.

SWITCHES AND SEMAPHORES.

New semaphore signals were erected at the following stations:—

St. Wenceslas	1
Carmel	1
Riviere du Loup	1
Trois Pistoles	1
Salisbury	1

176 new switches were installed during the year.

New telegraph signals were installed during the year at the following stations:—

Villeroy	1
Daveluyville	1
Carmel	1
Tobin	1
St. Simon	1

Necessary repairs were made to all semaphores, switches and telegraph signals throughout the line.

SIDINGS.

During the year 3·85 miles of additional siding accommodation has been provided at different points on the line for maintenance account.

FENCE BUILT BY OUR OWN MEN.

2·86 miles of woven wire fence was built at different points on the line by our own men.

Built by contract, 44·56 miles of woven wire fencing.

Necessary repairs were made to fences throughout the line.

SNOW FENCES.

There was built during the year 66·25 rods of stationary snow fence, eight feet high; 363 rods of portable snow fence.

Necessary repairs were made to snow sheds and snow fences, where required.

WHARFS AND TRESTLES.

Repairs.

St. John, long wharf.
St. John, ballast wharf,
Halifax, pier No. 2.
Halifax, pier No. 3.
Halifax, pier No. 4.
Halifax, pier No. 5
Halifax, Cunard wharf.
Halifax, coal trestle, D.W.T.
Richmond, pier No. 6.
Richmond, pier No. 7.
Richmond, pier No. 8.
Richmond, coal trestle.
Gibson, wharf.
Loggieville, wharf.
Moncton, public wharf.
Mulgrave, wharf.
Newcastle, coal trestle.
North Sydney, wharf.
Prince's Pier, wharf.
Point du Chêne, wharf.
Pictou, wharf.
Point Tupper, wharf.
Springhill Junction, coal trestle.
Stellarton, coal trestle.

BRIDGES AND CULVERTS.

Repairs.

Aston Jct., west of, culvert.
Antigonish, ¾ mile west of, culvert.
Black River, bridge.
Bic, 2 culverts.
Boiestown, 2 culverts.
Blackville, 2 culverts.
Blackville, bridge.
Bedford, bridge.
Bayfield, culvert.
Carmel, east of, culverts.
Cap St. Ignace, west of, 3 culverts.
Chaudière Jct. & St. Romuald, bet., culvert.
Causapscal, culvert.
Causapscal, bridge.
Campbellton, west of, 2 culverts.
Campbellton, east of, 2 culverts.
Clearwater, bridge.
Chatham, culvert.
Cross Creek, bridge.
College Bridge, culvert.
Caldwell's Brook, culvert.
Calhoun's, aboideau.
Delotbinière, bridge.
Daveluyville, culverts.
Doaktown, 4 culverts.
Doaktown, bridge.
Durham, bridge.
Doyle Brook, bridge.
Dorchester, overhead bridge.
Debert, tunnel culvert.
Dartmouth, culvert.
Flatlands, culvert.
Folleigh, culvert.
Gibson, east of, culvert.
Hadlow, Bennett's bridge.
James River, culvert.
Kent Junction, Vaughan's siding, bridge.
Lemieux, bridge.
L'Islet, ¼ mile east of, culvert.
L'Islet, culvert.
Lanse A Giles, ¾ mile east of, culvert.
Ludlow, 2 culverts.
Lakeside, overhead bridge.
Londonderry, west of, overhead bridge.
Mitchell, east of, culverts.
Montmagny, bridge.
Montmagny, east of, 2 culverts.
Millstream, culvert.
Manzer's, bridge.
Marysville, bridge.
Moncton, Jonathan Creek, aboideau.
McCafferty's, overhead bridge.
McKinnon's Harbour, culvert.
Nelson, 2 culverts.
Nashwaak, 3 culverts.
Norton, culvert.
North River, bridge.
Otty's, overhead bridge.
Oxford Junction, culverts.
Oulton's, culvert.
Orangedale, east of, culvert.
Penniac, bridge.
Penniac, east of, 9 culverts.
Pugwash, draw bridge.
Pugwash Junction, east of, 2 culverts
Piedmont, west of, culvert.
Quispamsis, culvert.
Quispamsis, overhead bridge.
River Henry, bridge.
Rimouski, culvert.
Renous, bridge.
Rogersville, overhead bridge.
Rogersville, culvert.
Rocky Lake, bridge.
St. Cyrille, east of, culvert.
St. Perpetue, culvert.
St. Nicholas, culvert.
St. Appollinaire, east of, culvert.
St. Philippe de Néri, culvert.
St. Phillippe de Néri, one mile west of, culvert.
St. Charles Junction, west of, culvert.
St. Eloi, bridge.
St. Luce, culvert.
St. Anaclet, culvert.
St. Simon, 2 culverts.
St Moïse, culvert.
St. John, overhead bridge, Dorchester Street.
Stewart's, bridge.
Sackville, bridge.
South River, east of, bridge.
Sutherland's River, bridge.
Sylvester, bridge.
Trois Saumon's, ¾ mile west of, bridge.
Taymouth, bridge.
Truro, west of, culverts.
Truro, bridge, Queen St.
Tracadie, 2 culverts.
Tatamagouche, culvert.
Upper Cross Creek, bridge.
Whetstone Brook, culvert.
West River, bridge.
Waverly, culvert.

PAINTING.

Bridges.

Adamsville, east of bridge.
Aulac, bridge.
Belledune, bridge.
Bathurst, bridge.
Beaver Brook, bridge.
Barnaby River, bridges Nos. 1, 2 and 3
George's River, east of, bridge.
Kent Junction, bridge.
Le Plancher River, bridge.
Linwood, west of, bridge.
Leitches' Creek, west of, 2 bridges.
Moffatt's, bridge.

Barnaby River, east of, bridges.
Blackville, bridge.
Beaver Cove, east of, bridge.
Boisdale, east of, bridge.
Canaan, east of, 3 bridges.
Coal Branch, east of, 2 bridges.
Cushman's, bridge.
Calhoun's, east of, bridge.
Canso, ferry landing.
Clark's Brook, bridge.
Derby Junction, east of, bridge.
Dorchester, bridge.
East Adams, bridge.
Folleigh, east of, bridge.
Gloucester Junction, bridge.
Greenville, east of, bridge.
Grand Narrows, east of, bridge.
Miramichi north west, bridge.
Miramichi, south west bridge.
Missiquash River, bridge.
Meadowbrook, 2 bridges.
New Mills, bridge.
Nashes Creek, bridge.
Nigadoo, bridge.
Newcastle, east of, bridge.
Nelson, bridge.
Nappan, bridge.
Nepisiquit, bridge.
North Sydney Jct., east of, bridge.
Painsee Jct., bridge.
Sackville, bridge.
Shubenacadie, east of, bridge.
Tatagouche, bridge.

PAINTING.

Buildings.

Anagance, station.
Amherst, tank.
Bathurst, station.
Belledune, tank.
Chaudière, station.
Canaan, tank.
Eureka, station.
Ferrona Jct., station.
Gloucester Jct., station.
Harcourt, freight house.
Londonderry, station.
Lakeside, station.
Mitchell, agent's dwelling.
Moncton, D. Pottinger's house.
Newcastle, round house.
New Glasgow, station roof.
Petit Rocher, station.
Red Pine, station.
Springhill Jct., tank.
Stellarton, tank.
Torryburn, station.
Trenton, station.

BUILDINGS AND PLATFORMS.

Repairs.

Necessary repairs were made to stations, dwellings and outbuildings at the following places:—

Aston Junction.
Assametquaghan.
Adamsville.
Amos.
Astles.
Apohaqui.
Anagance.
Amherst.
Aulac.
Athol.
Avondale.
Antigonish.
Amqui.
Bagot.
Bic.
Beau Rivage.
Bersford.
Bathurst.
Bartibogue.
Belledune.
Beaver Brook.
Berry's Mills.
Blackville.
Boiestown.
Brookville.
Bloomfield.
Model Farm.
Maccan.
Memramcook.
Meadow Brook.
Milford.
Marshy Hope.
Monastry.
Mulgrave.
Merigomish.
Meadowville.
Malagash.
McLeod's.
McNamee's.
McKinnon's Harbour.
McCallum's.
New Mills.
Nash's Creek.
Newcastle.
Naskwaak.
Nelson.
Norton.
Nauwigewauk.
Nappan.
New Glasgow.
North Sydney.
Old Lake Road.

Belmont.
Bedford.
Brookfield.
Barrachois.
Brown's Point.
Chaudière.
Carmel.
Cap St. Ignace.
Chaudière Curve.
Chaudière Junction.
Cacouna.
Campbellton.
Causapscal.
Cedar Hall.
Culligan's.
Charlo.
Chatham Junction.
Conn's Mills.
Catamount.
Coal Branch.
Canaan.
Cross Creek.
Chatham.
Carroll's.
Cold Brook.
College Bridge.
Calhoun's.
Drummondville.
Delotbinière.
Dessaint.
Dalhousie.
Dalhousie Junction.
Dickie's.
Derby Junction.
Durham.
Doaktown.
Dorchester.
Derbert.
Dewis.
Denmark.
Dartmouth.
Eel River.
East Mines.
Evans.
Elmsdale.
Eureka.
Enfield.
Flatlands.
Folleigh.
Ferrona Junction.
Gloucester Junction.
Gallagher Ridge.
Gibson.
Greenville.
Glengarry.
Grand Lake.
Graham Siding.
George's River.
Grand Narrows.
Harlaka Junction.
Hadlow.
Hadgin's.
Harcourt.
Humphrey's.
Hampton.
Hopewell.
Hilden.
Isle Verte.
Indiantown.
Oxford Junction.
Oakfield.
Orangedale.
Oxford.
Point Levis.
Petit Rocher.
Petitcodiac.
Point du Chêne.
Penobsquis.
Painsec Junction.
Pictou Landing.
Piedmont.
Point Tupper.
Pictou.
Pugwash.
Pugwash Junction.
Passekeag.
Quebec.
Quispamsis.
River Ouelle.
Rivière-du-Loup.
Rimouski.
Red Pine.
Rogersville.
Renforth.
Rothesay.
River Philip.
Riversdale.
River John.
St. Leonard.
St. Cryille.
St. Wenceslas.
St. Germain.
St. Appollinaire.
St. Rosalie.
St. Eugene.
St. Nicholas.
Ste. Louise.
St. Michel.
St. Jean Chyrsostome.
St. Francois.
St. Valier.
St. Charles Junction.
St. Jean Port Joli.
St. Romauld.
St. Joseph.
St. Pacome.
Ste. Luce.
Ste. Favie.

St. Simon.
Sacré-Cœur.
St. Aanclet.
St. Paschal.
St. Phillippe.
St. Arsene.
St. Fabien.
St. Alexander.
St. Helene.
Sayabec.
St. Octave.
St. Alexis.
St. Moise.
Sussex.
Shediac.
Springhill Junction.
Sackville.
Salt Springs.
Stewiacke.

Iona.
Jacquet River.
Jubilee.
James River.
Kent Junction.
Lavergne.
Lemieux.
Laurier.
Levis.
Little Métis.
Lac au Saumon.
Lakeside.
Londonderry.
Lansdowne.
Leitches' Creek.
Lyons' Brook.
Mitchell.
Montmagny.
Millstream.
Matapedia.
Moffatt's.
Millerton.
Marysville.
Manzers'
Shubenacadie.
Stellartoin.
South River.
Sydney Mines.
Sydney.
Shenacadie.
Scotsburn.
Sylvester.
Trois Pistoles.
Thomson.
Truro.
Trenton.
Tracadie.
Tatamagouche.
Upper Dorchester.
Union.
Villeroy.
Westchester.
Wentworth.
West River.
Westville.
Wallace.
Waverley.

Iron bars were placed on freight shed doors and windows where required.

The following repairs were made to buildings, &c., at St. John:—

Sheds, Nos. 2, 3, 5, 7, 8, 9 and 10.
Elevator.
Freight shed.
Coachman's house.
Gateman's House.
Yard Office.
Station
Train shed.
Train shed platform.
I. C. R. dwelling houses.
Round House.

The following repairs were made to buildings, &c., at Halifax and Richmond:—

Sheds, Nos. 1, 2, 3, 4 and 8.
Richmond station.
North street station.
Houses on Cunard property.
Shops at Richmond.
Cattle shed.
North street train shed.
D. A. R. shed.
Postal building.
Kemp road buildings.
Mechanical repair shop, North street.
Brick freight shed.
City ticket office, Hollis street.
Coal shed, Richmond.
Immigration building.
Watch tower, D. W. T.
Blacksmith shop, D. W. T.
Switch house.
Loading platform, D. W. T.
Car cleaner's building.
I. C. R. dwelling house, 218 Campbell road.

The following repairs were made to buildings, &c., at Moncton:—

Transfer shed.
Station platform.
Erecting shop.
Cattle shed.
Loading platform.
Track blacksmith shop.
New shops.
Freight house platform.
Electrician's office.
Government cottage occupied by Mr. Pottinger.
Government cottage occupied by Mr. Tiffin.
Station.
Car shop platform.
Turning shop.
Car mileage office.
Engine house.
Freight shed.
Cottages on Bridge and Main streets.
Yard office.
Coaling plant.
Ice House.

The following round houses and shops were repaired:—

Chaudière Junction.
Campbellton.
Drummondville.
Point Tupper.
Pictou.
Rivière-du-Loup.

Dalhousie.
Dartmouth.
Nicolet.
Newcastle.
North Sydney.
Oxford Junction.
Point du Chêne.
Pirate Harbour.
St. Rosalie.
Ste. Flavie.
Sussex.
Springhill Junction.
Stellarton.
Sydney.
Truro.
Richmond.

Station and loading platforms were repaired at the following places:—

Aston Juncton.
Assametquaghan.
Adamsville.
Armstrong's.
Apohaqui.
Amherst.
Atkinson's siding.
Athol.
Alton.
Antigonish.
Bagot.
Bathurst.
Bartibogue.
Bloomfield.
Bishop's Siding.
Belmont.
Barney's River.
Boisdale.
Campbellton.
Causapscal.
Cedar Hall.
Culligan's.
Charlo.
Chatham Junction.
Coal Branch.
Carroll's.
College Bridge.
Drummondville.
Dalhousie Junction.
Durham.
Dorchester.
Debert.
Dickie's.
Denmark.
Eel River.
East Mines.
Eureka.
Elmsdale.
Enfield.
Eden.
Fredericton.
Folleigh.
Fairview.
Fall River.
Gloucester Junction
Green Point.
Gibson.
Grand Narrows.
Hampton.
Hopewell.
Isle Verte.
Jacquet River.
Jubilee.
Kent Junction.
Kinsac.
Laurier.
Lemieux.
Levis.
Memramcook.
Mulgrave.
Mines Road.
McLeod's.
McNamee's.
New Mills.
Nash's Creek.
Newcastle.
Nashwaak.
Norton.
Nauwigewauk.
Onslow.
Oxford Junction.
Orangedale.
Ottawa Brook.
Point Levis.
Petit Rocher.
Penobsquis.
Painsec Junction.
Point Tupper.
Pugwash.
Pomquet.
Quispamsis.
Riviere-du-Loup.
Rimouski.
Renforth.
River Philip.
River John.
St. Germain.
St. Cyrille.
St. Wenceslas.
St. Eugene.
Ste. Rosalie.
St. Jean Chyrsostome.
St. Francois.
St. Charles Junction.
St. Jean Port Joli.
Ste. Louise.
St. Luce.
Ste. Flavie.
St. Simon.
Sacre Cœur.
St. Anaclet.
St. Paschal.
Sayabec.
St. Octave.
St. Alexis.
Sussex.
Shediac.
Springhill Junction.
Sackville.
Stewiacke.
Stellarton.
Sydney River.
Shenacadie.
Scotsburn.
Trois Pistoles.
Turgeon's.

Little Metis.
Londonderry.
Lakeview.
Leitches' Creek.
Lyon's Brook.
Mitchell.
Montmagny.
Millstream.
Matapedia.
Moffatt's.
Millerton.
Model Farm.
Thomson.
Truro.
Trenton.
Tatamagouche.
Upper Dorchester.
Westchester.
Wellington.
West River.
West Bay Road.
Westville.

New buildings were erected along the line as follows:—

Cross Creek, combined station and dwelling.
Carmel, combined station, dwelling and freight shed.
Daveluyville, combined station, dwelling and freight shed.
St. Cyrille, freight and baggage building.
McGivney's, dwelling.
Moncton, car service building rebuilt.

GENERAL.

New buffers were made and set up at different points on the line.

Repairs were made to crossings on the line at various places, where required.

Gates and cattle-guards have been repaired throughout the line.

Glass was put in and glazing done where necessary.

Ladders for buildings and semaphores were provided where necessary throughout the line.

Necessary repairs were made to turntables where required.

Semaphores, switches and telegraph signals have been painted throughout the line.

Necessary repairs have been made to hand cars, trollies, baggage trucks and wheel-barrows throughout the line.

Sign boards were made and put up where required.

Boxes were made for packing second hand bolts and spikes, when necessary.

Necessary repairs were made to steam shovels, steam cranes, pile drivers, &c.

The track of the Intercolonial railway, with bridges and structures, have been kept in good repair, and I can safely say that I do not think it was ever in better condition than now.

I am,
Yours faithfully,
T. C. BURPEE,
Engineer of Maintenance.

MONCTON, N.B., March 31, 1910.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF SUPERINTENDENT MOTIVE POWER AND ROLLING STOCK,

MONCTON, N.B., July 6, 1910.

SIR,—I have the honour to submit herewith the annual report of the operations of the motive power and rolling stock department for the year ending March 31, 1910.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned as shown in the attached report. During the year we abandoned the old shops at Moncton and moved into the new ones which, of course, necessarily entailed a large amount of work and interfered with the regular repairs to locomotives and cars, but with the improved facilities at the new plant we have been able to overcome the decrease in the output during the transition period, and this with a considerable reduction in the staff. The locomotive repair shops at Halifax were also abandoned during the year, and the services of about 100 employees were dispensed with at this place and the repair work transferred to Moncton.

I am, sir,
Your obedient servant,
(Signed) G. R. JOUGHINS,
Superintendent of Motive Power.

D. Pottinger, Esq., I.S.O.,
Assistant Chairman, Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

Office of the Mechanical Accountant,

Moncton, N.B., July 5, 1910.

Sir,—I beg to submit herewith the annual report of the operations of the mechanical department for the year ended March 31, 1910, as follows:—

A.—Statement showing the number of locomotives and the different classes of the other rolling stock on the line.

B.—Statement showing the mileage made, and the coal, oil, grease and waste consumed by locomotives.

Also a summary of the principal work done in the locomotive and car shops at Moncton, Richmond and River du Loup.

During the year the following rolling stock was purchased on renewals account (revenue):—

30 Hart-Otis steel side dump cars (coal), 100,000 lbs. capacity.
6 Box baggage cars.
1 Yard crane.
2 Coal cranes.

The thirty Hart-Otis dump cars, which have a total capacity of 1,500 tons, replaced 153 small hoppers and 29 twenty-ton coal cars, which were condemned, and which together equalled the same capacity as the dump cars.

The following rolling stock was rebuilt in the shops at Moncton on revenue account to replace the same number condemned:—

1 Box car.
16 Platform cars.
1 Diamond flanger.

The Diamond flanger was rebuilt from a platform car.

2 Platform cars were changed to pulpwood cars.

741 Box cars were fitted with side ladders.

53 freight cars, 13 snow ploughs and 5 flangers were fitted with air brakes, and 153 freight cars were fitted with straight air.

I have the honour to be, sir,
Your obedient servant,
(Signed) J. J. WALKER,
Mechanical Accountant.

G. R. Joughins, Esq.,
Superintendent of Motive Power, I.C.R.,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the different classes of Rolling Stock on the line on March 31, 1909, and March 31, 1910.

—	Locomotives.	1st Class Sleeping Cars.	2nd Class Sleeping Cars.	Parlour Cars.	Dining Cars.	1st Class Passenger Cars.	2nd Class Passenger Cars.	Postal Cars.	Baggage Cars.	Box Baggage Cars.	Air Brake Instruction Car.	Steam Motor Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars (coal).	Coal Cars (20-ton).	Steel Side Dump Cars (coal).	Stock Cars.	Convertible Dump Cars.	Auxiliary Cars.	Vans.	Total Cars.	Common Snow Ploughs.	Wing Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Double End Ploughs.	Flangers.	Total Ploughs and Flangers.	Steam Cranes.	Ballast Plough Cars.	Well Boring Car.
On hand serviceable and repairing on Mar. 31, 1909.	409	41	48	9	9	132	93	33	65	..	1	4	6,931	143	3,034	50	40	1,130	10	446	100	145	200	23	116	12,803	52	20	2	2	1	25	102	12	2	..
To be replaced on Mar. 31, 1909.	5	..	2	..	..	6	6	1	..	..	..	..	165	1	41	..	..	69	7	25	....	3	..	..	3	329	1	..	..	..	..	..	1	..	..	..
Total equipment on Mar. 31, '09	414	41	50	9	9	138	99	34	65	..	1	4	7,096	144	3,075	50	40	1,199	17	471	100	148	200	23	119	13,132	53	20	2	2	1	25	103	12	2	..
Purchased during the year on capital account, nil.																																				
Purchased during the year on renewals account										6											30					36								3		
Changed in the shops from platform to pulpwood															2	2																				
Changed in the shops from platform to flanger															1											1						1	1			
Transferred from first class to dining					3	3																														
Transferred from platform to flanger															14											14						14	14			
Transferred from box to well boring													1													1										1
Deduct 153 6-ton hoppers and 29 20-ton coal cars = 1,500 tons. Capacity replaced by 30 50-ton steel side dump cars of the same capacity on renewals account, as above																		153		29						182										
Total equipment on Mar. 31, '10	414	41	50	9	12	135	99	34	65	6	1	4	7,095	144	3,058	52	40	1,046	17	442	130	148	200	23	119	12,970	53	20	2	2	1	40	118	15	2	1

To be replaced on Mar. 31, 1909, as above	5	..	2	..	..	6	6	1	..	..	..	..	165	1	41	..	..	69	7	25	....	3	....	..	3	329	1	..	..	..	..	..	1	..	..	..
Condemned and destroyed during the present year, 1909-10.	6	1	1	.	..	2	..	1	1	..	..	..	133	....	34	..	..	133	..	7	....	1	....	..	2	316	..	..	..	..	..	..	....	..	..	..
Total condemned and destroyed.	11	1	3	..	..	8	6	2	1	..	..	..	298	1	75	..	..	202	7	32	....	4	....	..	5	645	1	..	..	..	..	..	1	..	..	..
Replaced during the year 1909-1910	....	..	..	..	..	....	..	..	..	..	..	..	1	....	17	..	..	.....	..	....	....	....	....	..	....	18	..	..	..	..	..	..	....	..	..	..
Replaced by 30 50-ton steel dump cars, as explained above	....	..	..	..	..	....	..	..		..	..	..	......	....	......	..	..	153	..	29	....	....	....	..	....	182	..	..	..	..	..	..	....	..	..	..
To be replaced on Mar. 31, 1910	11	1	3	..	..	8	6	2	1	.	.	..	297	1	58	..	..	49	7	3	...	4	..	..	5	445	1	..	..	..	..	..	1	..	..	..
Add serviceable and repairing	403	40	47	9	12	127	93	32	64	6	1	4	6,798	143	3,000	52	40	997	10	439	130	144	200	23	114	12,525	52	20	2	2	1	40	117	15	2	1
Total equipment on Mar. 31, 1910, as above	414	41	50	9	12	135	99	34	65	6	1	4	7,095	144	3,058	52	40	1,046	17	442	130	148	200	23	119	12,970	53	20	2	2	1	40	118	15	2	1

MONCTON, N.B., March 31, 1910.

J. J. WALKER, *Mechanical Accountant.*

INTERCOLONIAL RAILWAY.

STATEMENT of Mileage and Coal, Oil, Grease and Wool Waste consumed by Locomotives for year ended March 31, 1910.

Months.	Locomotive Mileage.	Consumption.					Average Consumption per 100 Miles.				
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Grease.	Pounds of Wool Waste	Pounds Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Grease.	Pounds of Wool Waste
1909.											
April..........	729,866	42,233	10,042	20,953	2,183	549	12,962	1.38	2.87	.30	.08
May..........	665,177	35,362	8,967	19,022	2,057	973	11,910	1.35	2.86	.31	.15
June..........	666,444	32,917	8,960	19,535	2,406	697	11,064	1.34	2.93	.36	.10
July..........	738,978	36,180	9,570	20,664	2,193	757	10,967	1.30	2.80	.30	.10
August	688,738	32,781	9,144	19,340	2,609	580	10,661	1.33	2.81	.38	.09
September......	698,948	35,611	9,294	19,386	1,961	533	11,413	1.33	2.77	.28	.08
October........	726,528	39,213	9,573	20,060	2,281	1,020	12,090	1.32	2.76	.31	.14
November.....	736,994	42,829	10,047	20,075	2,160	470	13,017	1.36	2.72	.29	.06
December......	765,676	46,849	10,512	21,401	1,984	617	13,706	1.37	2.80	.26	.08
1910.											
January	727,778	44,817	10,088	19,642	2,013	453	13,794	1.39	2.70	.28	.06
February	686,791	43,445	9,593	19,539	2,342	779	14,170	1.40	2.84	.34	.11
March.........	776,568	46,276	10,343	22,011	2,508	836	13,348	1.33	2.83	.32	.11
Totals....	8,608,486	478,513	116,133	241,628	26,697	8,264	12,451	1.35	2.81	.31	.10

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B.,
March 31, 1910.

The following is a report of the work done in the locomotive department at Moncton during the year:—

Erecting shop—

24 locomotives were partly rebuilt.
59 locomotives received general repairs.
10 locomotives received heavy repairs.
121 locomotives received light repairs.
2 locomotives were converted from compound to simple cylinder.

Boiler shop—

42 side sheets were made.
39 tube sheets were made.
15 door sheets were made.
61 fire boxes were patched.
2 fire boxes were made.
23,899 tubes were applied.
2,183 new tubes were made.
22,777 tubes were pieced.
86 boilers were tested.

1 water service boiler was repaired.
187 smoke stacks were made.
24 ash pans were made.
61 ash pans were repaired.
60 ash pan sides were made.
41 front ends were made and 13 were repaired.
55 Sterlingworth trucks were repaired.
25,090 stay bolts were applied.
98 tender trucks were repaired.
51 smoke stacks and bonnets were made.
24 tanks were made.
25 coal buckets were made.
10 driving wheels were rivetted.
500 chain links were made.
25 shovelling plates were made.
47 tender frames were repaired.
8 cabs were repaired.
1 engine cab was rebuilt.
4 tenders were rebuilt.
4 snow ploughs were ironed.
6 coal chutes were made.
4 truck bolsters were rebuilt.
60,405 new copper ferrules were made.

Blacksmith shop—

The following was the output of this shop:—
1,781,788 lbs. iron forgings, including 642,933 lbs. bolts.
630,036 lbs. steel forgings.

Brass foundry—

The following was the output of this shop:—
350,510 lbs. bearings.
64,610 lbs. brass casting.
13,568 lbs. babbitt.
32,012 lbs. antimonial lead.
622 lbs. metallic packing.

Pattern shop—

The following patterns were made and repaired:—
299 for cast iron.
109 for steel and malleable.
455 for brass castings.
45 repaired for cast iron.
63 repaired for steel and malleable.
129 repaired for brass castings.
37 altered for cast iron.
8 altered for steel castings.
7 altered for brass castings.

Machine shop—

163 driving tires were applied.
19 driving axles were applied.
7 trailing tires were turned off, and 2 applied.
1,868 car tires were turned off, 588 bored and 419 applied.
347 driving tires were turned off.
287 engine truck tires were turned off and 241 bored and applied.

902 tender truck tires were turned off and 414 bored and applied.
84 tender axles were applied.
14 engine truck axles were applied.
3 driving wheels were centred and machined.
100 hose bag springs were made.
4,000 engine bolts and studs were made.
21,540 lbs. nuts were faced.
7,079 turned bolts were threaded.
17,000 stay bolts were threaded.
672,694 other bolts were threaded.
271.250 lbs. nuts were tapped.
6,800 lbs. nuts were retapped.
800 rings of pistons packing were made.
17,195 engine studs were turned.
15 crank pins were made.
6,000 patch bolts were made.
2 steam chests were made.
2 false valve faces and 6 piston rods were made.
7 pistons were made.
3 cylinder heads were made.
7 guide bars and blocks were made.
11 cylinders and half saddles were made.
16 smoke box doors and rings were made.
2 locomotive bells were made.
46 tender wheels and 8 engine truck wheels were applied to axles.

In addition to the above a large amount of work was done in repairing and making articles such as crossheads, smoke stacks and bases, yokes for trailer trucks, retorts, cheek plates, &c.

A large amount of work was done in connection with repairs to the motor car engines, and also to shop machinery.

Motion Shop—

166 knuckle joints were bored and applied.
612 knuckle joint nuts and washers were made and machined.
231 knuckle joint pins were made, and 24 pins and bushes applied.
490 driving boxes were bored and fitted to journals.
8 driving boxes were made and 450 were planed.
10 pump cylinders and 4 air cylinders were bored.
276 eccentric straps and pulleys were repaired.
112 link pins and bushes were renewed.
4 link boxes were made and applied.
258 eccentric rods were repaired.
42 slide valves were made and 34 faced.
164 other valves were repaired.
127 valve yokes were fitted and 26 were machined.
25 piston rods were repaired and 59 fitted to crossheads.
126 side rod bushes were bored.
273 big end bolts were applied.
178 small end brasses were applied.
149 big end brasses were made and applied.
108 driving box brasses were relined.
62 old brasses were lined.
235 new brasses were machined and applied.
52 main rod brasses were made and 19 refitted.

132 main rod liners were applied and 152 bolts were made.
411 cheek plates were made and applied.
336 crank pins were repaired.
26 crank pin washers and 263 nuts were made.
46 crosshead pins were applied.
214 side rods were repaired.
526 side rod brasses were made and applied.
109 reverse shaft bushes were repaired and 10 fitted to journals.
8 throttle glands and 96 lever stems were repaired.
125 crossheads were rebabbited and planed.
60 crosshead nuts were made and 83 keys and pins applied.
9 rocker arms were made and 144 rebushed and applied.
69 rocker box bushes were made and applied.
36 main rods and 38 links were repaired.
129 eccentric straps were fitted to pulleys.
4 link blocks were made and 48 repaired.
36 reverse levers were repaired.
26 valve stem packing rings were made.
11 piston rings were bored and applied.
10 big end liners were planed.
98 main rod keys were made and applied.
1 crosshead was made.
82 main rod bolts were renewed.

Brass Turning Shop—

72 steam chest nipples were made.
150 injectors were repaired and 36 injector check valves were made.
20 air pumps were repaired.
24 bell ringers were made.
24 try cocks and 24 gauge glass cocks were made.
200 cylinder cocks were made.
72 small tender cocks and 18 blow-off cocks were made.
48 large tender cocks were made.
250 flag staff casings were made.
300 engine truck brasses were made.
150 brake cam screws and nuts were made.
800 piston rod oil cups were made.
24 steam chest release valves were made.
100 oil cups were made.
130 wheel defect gauges were made.
300 beading tools and 100 reamers were made.
550 steam gauges were repaired.
170 jacks were repaired.
300 taps were made.
50 sets tubes and 40 sets dies were made.
20 tube cutters were repaired.
60 electric headlights were repaired.

In addition to the above a large number of lubricators and regulators, air pumps and governors, brake and air cylinders, and boiler mountings received extensive repairs.

Tender Shop—

55 locomotive pilots and 5 cabs were made.
2,144 sledge hammer, 79 monkey wrench and 762 hammer and chisel handles were made.

32 brakemen's seats and cushions were made.
3 tenders were enlarged.
300 pump stays were made.
8 tender truck frames were repaired, and 7 tender trucks repaired.
10 tenders received light and 85 heavy repairs.
36 cabs were repaired.
10 tender frames were repaired.
16 bolsters were made.
3 complete tenders were made.
4 wheelbarrows, 7 hand carts and 3 trolleys were made.
66 wheelbarrows, hand carts and hand trucks were repaired.
189 running boards were made.
66 buffer beams were made.
114 headlight stands were made.
12 spring boards were made and applied.
23 brake beams were made.
55 tool, 36 drivers' outfit and 20 tender outfit boxes were made.
66 switch lamp bottoms were made.
507 shipping boxes were made.
31 aprons were made and applied.
175 cab curtains were made.
112 cushion boxes were made and 74 repaired.

Tin and Copper shop—

12,556 W. A. B. hose couplings were fitted to new hose.
5,188 signal and steam couplings were fitted to new hose.
18,622 bushes were lined.
23 tank pipes were made and 56 repaired.
142 tail lamps were repaired.
409 switch and 87 signal lamps were repaired.
128 oil cans and 119 oilers were repaired.
11 oil tanks were repaired.
219 headlights were repaired.
1,087 feet galvanizer pipe were fitted and applied.
622 sets metallic packing were made.
8,016 steam and air brake hose and couplings were repaired.
300 sets valve stem packing were made.
1,206 tin oil cup covers were made.
127 water cans were made.
10 steam gauge and 14 water gauge lamps were repaired.
135 hand lamps were made.
40 lamp fonts were made.

Steam and Westinghouse air brake pipes were repaired on 82 locomotives.

A great deal of work was done in repairing and remodelling the plumbing work in the following buildings: Yard office, freight shed, rest room, Moncton shops, car cleaning building and outside station.

At Norton station the heating boiler was given extensive repairs and was enlarged.

Repairs were made to wash stands, taps, ventilators, water closets, brass work and piping, &c., in the passenger cars repaired in the car department during the year.

Repairing and altering copper pipes, pumps, heater and blower-pipes, copper piping on locomotives, also repairs to all iron and air pipes, &c., and lagging was taken off, repaired and replaced on 82 locomotives.

Water service—

This service has been maintained in efficient condition over the whole line.

Car shops—

The following cars were rebuilt:—
17 platform, 1 box.

The following cars were changed:—
2 platform to pulpwood, 1 platform to flanger.

The following cars received heavy repairs:—
6 parlour, 34 sleeping, 4 dining, 2 official, 79 first-class, 56 second-class, 29 colonist, 43 baggage, 15 postal, 15 vans, 302 freight, 2 flangers, 8 snow-ploughs.

The following cars received light repairs:—
2 parlour, 18 sleeping, 6 dining, 12 official, 45 first-class, 25 second-class, 15 colonist, 34 baggage, 20 postal, 3 vans, 2 auxiliary, 10,541 freight.

The following cars were burnt off, painted and varnished:—
2 parlour, 3 sleeping, 2 dining, 28 first-class, 4 second-class, 5 colonist, 4 baggage, 4 postal.

The following cars were painted and varnished:—
2 parlour, 7 sleeping, 1 dining, 28 first-class, 33 second-class, 8 colonist, 17 baggage, 6 postal.

The following cars were cleaned and varnished:—
2 parlour, 16 sleeping, 1 official, 29 first-class, 13 second-class, 4 colonist, 12 baggage, 6 postal, 2 motor cars.

The following cars were scraped, painted and varnished:—
2 parlour, 6 sleeping, 1 dining, 7 first-class, 7 second-class, 9 colonist, 10 baggage, 3 postal.

The folowing cars were cleaned, touched up and varnished:—
3 sleeping, 1 official, 3 first-class, 2 second-class, 3 colonist.

The following cars were painted and lettered:—
145 box, 121 platform, 19 gondolas, 5 hoppers, 2 flangers, 2 snow ploughs.
223 cars were reweighed and lettered.
462 cars had lettering changed from I.C.R. to I.R.C.
5,376 new chilled wheels were bored and pressed on axles.
3,140 second hand chilled wheels were bored and pressed on axles.
116 new steel wheels were bored and pressed on axles.
503 second-hand steel wheels were bored and pressed on axles,
1,600 steel tires were turned.
716 new axles were turned.
3,815 second hand axles were turned.
9,700 wheels were taken off axles.
117 engines and tenders were painted, lettered and varnished.
3 tenders were painted, lettered and varnished.
153 freight cars were fitted with straight air.
71 freight cars, ploughs and flangers were fitted with air brakes.
783 car buffers were made.
973 brake beams were made.

3 shanty cars were fitted up and painted.
596 freight cars were fitted with Acme uncoupling device.
5 Hart convertible cars had sides and ends raised.
200 new wooden freight car trucks were built and applied.
8 locomotive pilots were made.
180 truck spring boards were made.
345 new truck bolsters were made.
551 new truck sides were made.
1,098 car draft timbers were made.
923 engine curtains were made.
24 baggage and 104 freight trucks were repaired.
16 footboards and 2 gangways were repaired.
8 train safes were repaired.

A large amount of work was done during the year repairing ticket cases, book and letter cases, desks and chairs, tool boxes, step ladders, office doors and locks, replacing broken glass, &c., &c.

In addition to the lumber prepared for repairs, &c., 2,757,174 feet were milled on store orders.

Eight hundred and seventy-six manufactures orders were completed and delivered to store.

In addition to the above numerous small articles were made and repaired for this department at Moncton, and a great deal of work was done for the maintenance and traffic departments, and also in connection with new capital work.

The following special work was done at the new shops:—

A water crane was installed at the south end of the erecting shop.
An air hoist was installed at the gas plant.
A crane was installed for removing coke and ashes from the gas plant.
An air reservoir was installed in the basement of the gas plant.
An air pump was installed in the gas plant.
A chain hoist for lifting coal was installed.
A generator was installed in the power house.
An engine was installed for the stokers.
Two Babcock and Wilcox boilers were removed from the old shops, were given extensive repairs, and were installed in the new power house.
All the piping in the new shops for heating purposes was completed.

In addition to the above a large amount of work was done in connection with the fitting up the new shops before and after moving into them, installing machinery, making bins, boxes, tool racks, cupboards, building iron racks, coal sheds, small offices, sidewalks, &c., &c.

The following new machines were set up in the Moncton new shops:—

Machine Shop—

1 car axle lathe.
1 wheel press for locomotive wheels.
1 box press.
2 tool grinders.
10 high speed lathes of various sizes.
1 nut facing machine.
2 grinder heads for general work.
1 stay bolt machine.
1 nut tapper.
1 drill for general use.
1 boring mill.

3 shapers.
3 drill presses.
1 locomotive axle lathe.
1 sottel for general use.
1 car wheel press.
1 car wheel borer.
1 cylinder borer.
1 radial drill.
1 locomotive rod drilling machine.
1 vertical milling machine for rods.
1 horizontal borer.
1 twist drill grinder for tools.
1 grinder.

Erecting Shop—

1 pipe threader.
1 32-inch drill for general use.
1 pipe bender.
2 bolt lathes.
1 tool grinder.

Boiler Shop—

1 slitting shear for general shearing.
1 shear for light sheets.
1 tool grinder.
1 flue cleaning machine.
1 6-spindle drill for flue sheets and mud rings.
1 plate clamp.
1 drill press for general use.
1 hydraulic sectional flange press.
1 punch.

Motion Shop—

2 tool room lathes for tool grinding and repairing.
2 power hack saws for general use.
1 grinder head for general use.
1 high speed lathe for general use.
2 bolt lathes for general use.
2 grinders for rods.
2 drill press.
3 shapers for keys, liners, &c.
1 universal tool grinder.
1 point twist drill grinder for tools.
1 side carriage lathe.
1 link grinder.

Tin and Copper Shop—

1 punch.
1 pipe threader.
1 circle and slitting shear.

Blacksmith Shop—

1 spring bending and stripping machine.
1 bolt shear.
1 tool grinder.

1 line file cutter.
1 stripping and abrading machine.
1 whetting machine.
1 grindstone.
1 nut machine.
2 blast fans for forge fires.
1 smoke exhaust fan for forge fires.

Pattern Shop—

1 grinder head for general use.
1 hand plainer and joiner for patterns.
1 saw bench.
1 lathe for patterns.
1 motor head speed lathe.
1 double disc sander for patterns.
1 emery grinder for tools.
1 band saw and re-saw for pattern.
1 core box machine.
1 single surfacer.
1 scroll saw.

Freight Car Shop—

1 drill press for general use.
1 pipe threader.

Tender Shop—

1 drill press for general use.
1 grindstone.

Upholstering Shop—

1 single sweeper vacuum cleaner.

Cabinet Shop—

1 moulder.
1 lathe.
1 band saw.
1 dado and saw.
1 emery grinder.
1 grindstone frame.
1 hand gainer machine.
1 moulder for door panels, &c.
1 embosser for moulding.
1 rip saw, 20-inch, for general use.

Planing Mill—

1 large tenoner for general use.
1 medium borer for general use.
1 grindstone frame for tools.

The following regular work was done in the locomotive department at Richmond:—

7 locomotives received heavy and 175 specific repairs.
24 boilers were tested.
3 fire-boxes were patched.
1 set driving wheels were re-tired.
3 driving tires were turned off.

18 engine truck tires were turned off.
129 tender truck and car tires were turned off.
9 new tender truck wheels were applied.
11,880 bolts were forged.
28,200 bolts were screwed.
1,285 studs were screwed.
6 engines and tenders were painted.
221 sets metallic piston rod packing were made.
224 sets metallic valve stem packing were made.

In the car repair shop a large number of cars received repairs during the year.

A lot of special work was also done in the locomotive and car shops for the maintenance and traffic departments.

The following regular work was done in the locomotive department at Rivière du Loup:—

20 locomotives received general, 6 medium and 25 specific repairs.
1 new tube sheet and 1 new side sheet were applied.
44 new tubes were applied.
4,707 tubes were pieced and applied.
7 fireboxes were patched.
71 boilers were tested.
81 driving tires were turned off.
59 engine truck tires were turned off.
160 tender truck tires were turned off.
2 new cylinders with half saddles were applied.
1 new crank pin was made and applied.
23 pilots were made and applied.
8,000 bolts were forged.
38,000 bolts were screwed.
2,400 studs were screwed.
900 lbs. nuts were tapped.
35 engines and tenders were painted.
34,000 lbs. brass casting were machined.
345 sets metallic piston rod packing were made.
333 sets metallic valve stem packing were made.
66,000 lbs. iron forgings were made.

Coal cranes, Nos. 6, 8, 9 and 10, received general repairs.

A large number of cars received light repairs during the year.

There was also a large amount of work done for the maintenance and traffic departments in the locomotive and car shops during the year.

No. 1.—INTERCOLONIAL RAILWAY.

Capital Account, year ended March 31, 1910.

1909.	Dr.	$ cts.	$ cts.	1309.	Cr.	$ cts.
Mar. 31..	To cost of Intercolonial Railway to date		90,994,664 06	Mar. 31..	By Dominion of Canada.	90,994,664 06
	Strengthen bridges	10,272 26				
	Put railway between Indiantown and Blackville into condition for operation	49,994 90				
	Increase accommodation at Halifax	179.953 93				
	Rolling stock	10,430 54				
	Engine house, machine shops, &c., at Rivière du Loup	156,945 33				
	Enginehouse, &c., Chaudiere Junction	6,834 61				
	Improvements at Campbellton	1,988 49				
	Locomotive and car shop with equipment and new freight yard at Moncton	399,400 49				
	Towards double tracking parts of line	68,977 65				
	Increase accommodation at Truro	17,019 51				
	Improvements at Newcastle	2,472 16				
	Extension to Dalhousie wharf	27,500 00				
	Increased accommodation and facilities along the line	100,565 28				
	Improvements at Point Tupper	3,998 88				
	Diversion of line at Sydney Mines to River George	20,256 36				
	Diversion of line at Chatham and branch to wharf	5,228 44				
	New machinery for locomotive and car shops	95,799 43				
	Increase water supplv	42.182 26				
	Improvements at Mulgrave	18,403 15				
	Increase accommodation at Pictou	800 64				
	Improvements at Loggieville	25,474 27				
	Improvements at Sackville	7,875 81				
	New turntables	2,696 13				
	Provide an overhead crossing at Roberts about 2 miles north of Londonderry station	43 14				
	Increased accommodation at Ste. Flavie	3,754 26				
	Improvements at North Sydney	5,771 37				
	Original construction	6,644 09				
	Cut off line at Moncton	1,975 15				
	Improvements at Ste. Rosalie	3,540 32				
	Diversion of road to eliminate crossing at rail level between St. Cyrille and Drummondville	1,300 00				

Provide a subway crossing at Eastville, about 1 mile south of Londonderry station........		68 75				
		1,278,467 60				
Less—To extension to Sydney Mines, 1908-9 .... $	4 90					
Increased accommodation at Stellarton, 1908-9......	53 25					
		58 15				
			1,278,409 45		By Dominion of Canada...............	1,278,409 45
			92,273,073 51			92,273,073 51

E. and O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 2.—INTERCOLONIAL RAILWAY.

Revenue Account, Year ended March 31, 1910.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of Way and Structure	1,622,279 75	Passenger Earnings	2,765,884 66
Maintenance of Equipment	1,851,792 68	Freight Earnings	6,048,884 18
Traffic Expenses	179,882 61	Mail and Express Earnings	408,847 66
Transportation Expenses	4,784,667 76	Miscellaneous Earnings	44,618 49
General Expenses	206,447 53		
	8,645,070 33		
Balance	623,154 66		
	9,268,234 99		9,268,234 99

S. L. SHANNON,
Comptroller.

E. & O. E.,
Moncton, N.B.

No. 3.—INTERCOLONIAL RAILWAY.

Maintenance of Way and Structures, Year ended March 31, 1910.

	$ cts.
No. 1. Superintendence	49,342 18
" 2. Ballast	23,940 44
" 3. Ties	226,214 80
" 4. Rails	222,626 34
" 5. Other track material	128,667 88
" 6. Roadway and track	533,502 52
" 7. Removal of snow, sand and ice	91,124 39
" 9. Bridges, trestles and culverts	66,082 76
" 10. Over and under grade crossings	410 86
" 11. Grade crossings, fences, cattle guards and signs	37,516 41
" 12. Snow and sand fences, and snow sheds	9,802 55
" 13. Signals and interlocking plants	5,252 09
" 14. Telegraph and telephone lines	696 47
" 16. Buildings, fixtures and grounds	140,304 89
" 17. Docks and wharfs	21,141 98
" 18. Roadway tools and supplies	22,810 34
" 22. Injuries to persons	404 02
" 23. Stationery and printing	3,666 78
" 25. Other expenses	1,585 93
" 26. Maintaining joint tracks, yards and other facilities—Dr.	44,161 18
	1,629,254 81
" 27. Maintaining joint tracks, yards and other facilities—Cr.	6,975 06
	1,622,279 75

S. L. SHANNON,
Comptroller.

E. & O. E.,
Moncton, N.B.

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Equipment, Year ended March 31, 1910.

		$	cts.
No. 28.	Superintendence	54,483	94
" 29.	Steam Locomotives—Repairs	626,048	65
" 30.	Steam Locomotives—Renewals	133,333	32
" 35.	Passenger Train Cars—Repairs	271,828	78
" 36.	Passenger Train Cars—Renewals	66,666	60
" 38.	Freight Train Cars—Repairs	483,914	60
" 39.	Freight Train Cars—Renewals	100,000	08
" 44.	Floating Equipment—Repairs	4,171	50
" 47.	Shop Machinery and Tools	33,297	73
" 49.	Injuries to Persons	451	02
" 50.	Stationery and Printing	10,183	90
" 51.	Maintaining Joint Equipment at Terminals—Dr	3,819	87
" 52.	Other Expenses	30,312	76
" 53.	Work Equipment—Repairs	27,204	93
" 54.	Work Equipment—Renewals	6,075	00
		1,851,792	68

S. L. SHANNON,
Comptroller.

E. & O. E.,
MONCTON, N.B.

No. 5.—INTERCOLONIAL RAILWAY.

TRAFFIC Expenses, Year ended March 31, 1910.

		$	cts.
No. 57.	Superintendence	53,801	72
" 58	Outside Agencies	61,587	67
" 59.	Advertising	37,232	56
" 60.	Stationery and Printing	24,810	53
" 61.	Traffic Associations	2,392	10
" 62.	Other Expenses	58	03
		179,882	61

S. L. SHANNON,
Comptroller.

E. & O. E.,
MONCTON, N.B.

No. 6.—INTERCOLONIAL RAILWAY.

TRANSPORTATION EXPENSES, year ended March 31, 1910.

		$	cts.
No. 66	Superintendence	79,598	10
67	Despatching trains	142,103	79
68	Station employees	626,729	85
69	Weighing and Car Service Associations	1,622	69
70	Stock yards and grain elevators	2,319	44
72	Station supplies and expenses	86,785	21
73	Yardmasters and their clerks	33,544	40
74	Yard conductors and brakemen	121,899	35
75	Yard switch and signal tenders	12,854	37
76	Yard supplies and expenses	18,793	09
77	Yard enginemen	112,975	08
78	Enginehouse expenses—Yard	27,497	16
79	Fuel for yard locomotives	152,678	03
80	Water for yard locomotives	9,608	12
81	Lubricants for yard locomotives	3,767	49
82	Other supplies for yard locomotives	2,456	12
83	Operating joint yards and terminals—Dr	104,241	79
86	Road enginemen	482,068	52
87	Enginehouse expenses—Road	234,189	21
88	Fuel for road locomotives	1,490,049	28
89	Water for road locomotives	49,728	48
90	Lubricants for yard locomotives	24,063	61
91	Other supplies for road locomotives	13,465	61
94	Road trainmen	629,430	57
95	Train supplies and expenses	177,702	04
96	Interlockers, block and signals—Operation	13,250	71
97	Crossing flagmen and gatemen	12,717	31
98	Draw bridge operation	3,807	06
99	Clearing wrecks	16,312	51
100	Telegraph and telephone—Operation	10,547	33
101	Operating floating equipment	42,321	54
103	Stationery and printing	53,491	87
105	Other expenses	21,860	58
106	Loss and damage—Freight	29,606	30
107	" —Baggage	157	84
108	Damage to property	5,613	42
109	Damage to stock on right of way	2,290	04
110	Injuries to persons	7,514	36
111	Operating joint tracks—Dr	11,212	38
		4,870,874	65
	CR.		
No. 84	Operating joint yards and terminals—Cr	86,206	89
		4,784,667	76

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL EXPENSES, year ended March 31, 1910.

		$	cts.
No. 113	Salaries and expenses of general officers	19,696	93
114	Salaries and expenses of clerks and attendants	86,889	05
115	General office supplies and expenses	3,454	23
116	Law expenses	7,307	61
118	Relief department expenses	8,000	00
119	Pensions	63,313	85
120	Stationery and printing	12,214	21
121	Other expenses	5,571	65
		206,447	53

E. and O. E.,
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

General Stores Account, Year ended March 31, 1910.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Balance, March 31, 1909		1,599,094 59	By Issues during year ended March 31, 1910	3,363,105 44	
Purchases during year ended March 31, 1910	2,800,212 24		Sales material, fuel, &c	35,618 31	
Charges from other departments	277,057 54		Sales old material	189,526 36	
Labour	151,745 77				3,588,250 11
Staff pay rolls	3,321 66				
		3,232,337 21	Balance—		
			Ordinary stores, including fuel	928,804 27	
			Roadway and bridge material	314,377 42	
					1,243,181 69
		4,831,431 80			4,831,431 80

(Sgd) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd) C. F. BURNS,
Auditor of Disbursements, I.C.R.

Moncton, N.B.

No. 9.—INTERCOLONIAL RAILWAY—STATEMENTS OF THE COMPTROLLER.

GENERAL BALANCE, YEAR ENDED MARCH 31, 1910.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Cash		0 02	By Dominion of Canada		1,534,146 92
General stores		1,243,181 69	Unclaimed freight		67 21
Station agents		136,204 02	Intercolonial and Prince Edward Island Railways employees' Provident Fund		243,673 85
Receiver General—Provident Fund Account		457,684 76			
Auditor's Suspense Account		7,743 27			
Cash in Transit Account		5,815 52			
Commissary Stock		25,757 79	Suspense		3,513 50
Expenditures for Road and Equipment Suspense		6,085 69	Equipment Renewal Account		376,959 98
			Rail Renewal Account		150,000 00
			Freight in Transit Account		6,943 01
To Individuals and Companies Ledger—					
Acadia Coal Co	1,213 27				
Atlantic Coast Lines	1 95				
Armour Car Lines	0 54		By Individuals and Companies Ledger—		
H. & A. Allan	13 35		Amherst Malleable Iron Company	40 42	
Atlantic and Lake Superior Ry	1,837 39		Cape Breton Ry	17 57	
Atlanta, Birmingham and Atlantic Ry	0 26		Chatham Ry	0 07	
Atchison, Topeka and Santa Fe Ry	3 17		Chappell Bros	267 50	
Steamship 'Amelia'	0 70		J. & A. Culligan	226 20	
Austin Lumber Co	368 18		Colonial Granite Co	125 00	
Boston and Maine Ry	343 10		Cornwall and York Cotton Mills Co	430 18	
Baltimore and Ohio Ry	24 87		L. E. Couture	346 70	
Boston and Albany Ry	294 68		Department of Justice	1,000 00	
Buffalo, Rochester and Pittsburg Ry	2 20		Dubs & Co	98 63	
E. Bigney	17 73		Dominion Express Co	9 50	
Boston Steamship Co	30 16		Dominion Bridge Co	20 87	
John Breakey	12 12		G. Dumont	95 00	
Brown Machine Co	314 14		Douglas Bros	400 00	
Caraquet Ry	14,083 69		W. H. Duffy	288 85	
Canadian Express Co	4 71		Elmsdale Co	1,190 18	
Canadian Pacific Ry	12,461 02		T. E. Fernald & Co	223 50	
Canadian Pacific Ry. (N.B. Div.)	11,709 11		Grand Lake Lumber Co	383 00	
Charlottetown Steam Navigation Co.	16 82		General Storekeeper	129 23	
Central Vermont Ry	407 46		Great North Western Telegraph Co	2 48	
To Cumberland Ry. & Coal Company	447 36		By L. Goodspeed & Son	231 44	
Canada Iron Corporation	600 51		Abner Gorden	196 72	
Canadian Northern Ry	130 17		Harris Forge Co	391 00	
Cincinnati, Hamilton and Dayton Ry	43 46		J. & D. A. Harquail	492 62	
Cleveland, Cincinnati, Chicago & St. Louis Ry	39 68		Chas. & Davidson Hill	448 81	
Chicago, Milwaukee and St. Paul Ry	38 37		J. A. Kirkpatrick	310 50	
Chicago, St. Paul, Minneapolis and Omaha Ry	4 00		J. Lord	100 00	
Chicago and North Western Ry	14 66		W. L. Loggie & Co	30 00	

S. Cunard & Co.	1 85	
T. B. Calhoun	5 00	
G. S. Campbell & Co.	43 25	
Chicago and Alton Ry	41	
Cincinnati, New Orleans and Texas Pacific Ry	17 34	
Chicago, Rock Island Gulf Ry	1 89	
Chicago, Burlington and Quincy	5 26	
Central Ry. of New Jersey	1 18	
Chesapeak and Ohio Ry	8 86	
Chicago and Eastern Illinois Ry	4 92	
Central Ontario Ry	1 53	
Chicago, Indiana and Louisville Ry	40	
Chicago, Cincinnati and Louisville Ry	7 87	
Chicago, Indiana and Southern Ry	5 04	
Colchester Coal and Railway Co	360 35	
Chicago, Rock Island and Pacific Ry	35 36	
Chicago Great Western Ry	4 36	
Corbett & Floesch	1,354 53	
Copper Crown Co	45 13	
Thomas Cote	5 24	
To Frank A Cutting Co	3 30	
Charleston and Western Carolina Ry	0 28	
Canada Foundry Co.	89 14	
Cincinnati and Muskingum Valley Ry	5 50	
Dominion Tar and Chemical Co	6 25	
Department of Justice		
Department of Public Works	16,546 12	
Department of Marine and Fisheries	88 55	
Department of Militia and Defence	779 81	
Dominion Atlantic Ry	4,025 50	
Dominion Coal Co	2,212 10	
Dominion Iron and Steel Co	16,491 27	
Delaware and Hudson Co.	44 18	
Delaware, Lackawana and Western Ry	14 30	
Duluth, South Shore and Atlantic Ry	0 51	
Department of Interior	27 70	
Department of Railways and Canals (stores acct.)	6 24	
Detroit, Toleda and Ironton Ry	35 89	
Alfred Dickie Lumber Co.	120 91	
Detroit and Toleda Shore Line	2 95	
Carried forward		

Jos. Lecours	502 55	
Nap. Mercier	98 50	
W. H. Miller	19 00	
J. T. Munro	55 00	
W. A. McKay & Co.	138 00	
McKay Mining Co.	167 66	
Reid McManus	2 64	
McLean Milling Co.	776 08	
Nova Scotia Steel & Coal Co.	465 93	
New Brunswick Telephone Co.	27 62	
Nova Scotia Construction Co.	7 50	
J. R. Porter	186 00	
N. Piche & Fils	960 94	
Alphonse Pineau	208 45	
Primrose Bros	445 17	
David Porter	2 40	
Quebec Construction Co.	51 44	
Sessenwein Bros	2 73	
James W. Smith	111 24	
Shives Lumber Co.	6 00	
Enoch Steeves	372 25	
B. L. Tucker	210 19	
Edward Ruel	106 50	
Vanderbeek & Sons	5 00	
S. E. Vaughan & Co.	891 00	
Alexander Watson	356 00	
M. Wood & Sons	150 00	
H. W. Wentzell	160 50	13,987 26
By Individuals and Companies Ledger Suspense—		
Canadian Iron Corporation	2,242 50	
General Storekeeper	186 14	
Fraserville Foundry	169 50	
H. J. Garson & Co.	6,311 75	
J. Hillis & Son	775 91	
Northern New Brunswick and Seaboard Airline Ry	1 80	
New Brunswick and Prince Edward Island Ry.	440 18	
Portland Rolling Mills	1,486 60	
Prince Edward Island Ry.	18 76	
John Simon & Co	421 02	
Shives Lumber Co.	1 19	
Nova Scotia Steel and Coal Co.	10 72	
		12,066 07
By Traffic Ledger—		
Allan Bros. & Co.	101 70	
Atchison, Topeka and Santa Fe Ry.	486 85	
Baltimore and Ohio Ry	60 04	
Boston and Maine Ry	3,616 62	
Carried forward		

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

GENERAL BALANCE, YEAR ENDED MARCH 31, 1910—*Continued.*

Dr.	$ cts.	$ cts.
Brought forward		
Doud Stock Car Co.	9 91	
T. A. S. Dewolfe & Son	19 02	
Emile Dube	4 00	
Daveluyville Station	12 80	
Elgin and Havelock Ry.	1,866 84	
Erie Ry.	125 31	
Eastern Township Co.	16 63	
Evansville and Terre Haute Ry.	1 44	
Empire Line	6 25	
Captain J. A. Farquhar	9 60	
Furness, Withy & Co.	45 47	
Freight Claim Agent	3 68	
Fraserville Navigation Co.	14 71	
Grand Trunk Ry.	10,835 41	
Great Northern Ry. of Canada	12 91	
O. Gurett & Son	36 92	
Galena Signal Oil Company	616 00	
H. J. Carson & Co.	13 84	
Graham & Co.	58 43	
German-American Tank Line	10 47	
Grand Trunk Ry. Suspense	98 75	
Halifax and South Western Ry.	111,096 07	
Hampton and St. Martins Ry.	472 16	
Halifax Station Labour	1,500 00	
J. Hillis & Sons	210 19	
M. J. Haney	187 89	
W. Hood & Son	132 00	
Humphrey's Glass Works	57 00	
A. J. Hart	78 00	
Inverness Ry. & Coal Co.	242 35	
Intercolonial Coal Mining Co.	99 96	
Illinois Central Ry	18 11	
Imperial Oil Co.	22 29	
Intercolonial and Great Northern Ry	11 05	
Iowa Central Ry.	1 16	
Kent Northern Ry.	8,574 54	
Kanawha and Michigan Ry.	2 68	
Kennedy & McDonald	27 96	
Lotbinicre and Megantic Ry	3 28	

Cr.	$ cts.	$ cts.
Brought forward		
Canadian Northern Ry.	1,079 73	
Charlottetown Steam Navigation Co	68 26	
Chicago and Alton Ry.	74 85	
Chicago, Burlington and Quincy Ry.	642 22	
Chicago Great Western Ry.	716 74	
Chicago North Western Ry.	1,546 47	
Chicago, Milwaukee and St. Paul Ry.	814 99	
Cleveland, Cincinnati, Chicago and St. Louis Ry.	71 20	
Duluth, South Shore and Atlantic Ry.	841 59	
Great Northern Ry. Line	1,303 88	
Fraserville Navigation Co.	16 52	
Interprovincial Navigation Co.	13 80	
Inverness Ry. & Coal Co.	224 67	
Lehigh Valley Ry.	1 58	
Lotbinière and Megantic Ry.	1 45	
Michigan Central Ry.	64 14	
Maine Central Ry.	6,465 19	
Minneapolis, St. Paul and S. S. Marie Ry.	1,146 70	
Northern Pacific Ry	683 90	
New England Navigation Co.	19 14	
New York Central and Hudson River Ry.	121 04	
New York, New Haven and Hartford Ry.	549 68	
Pennsylvania Ry.	11 29	
Quebec Central Ry.	250 13	
Southern Pacific Ry.	49 80	
Temiscouata Ry.	99 10	
Temiskaming and Northern Ontario Ry.	244 34	
Wabash Ry.	735 14	22,162 75

Londonderry Iron & Mining Company	21,789 54	
Lehigh Valley Ry	184 02	
Louisiana and Western Ry	0 41	
Louisville and Nashville Ry	7 24	
Lake Shore and Michigan Southern Ry	96 39	
Lake Erie and Western Ry	7 20	
R. S. Lowe	96 10	
Lexington and Eastern Ry	4 04	
Lotbinière Lumber Co	3 25	
Levis County Electric Co	2 00	
Moncton & Buctouche Co	482 15	
Michigan Central Ry	43 75	
Maine Central Ry	142 91	
Montmagny Light & Pulp Co	367 22	
T. Malcolm	1,585 83	
Minudie Coal Co	705 37	
Missouri Pacific Ry	45 82	
Minneapolis, St. Paul and S. S. Marie Ry	49 44	
Missouri, Kansas and Texas Ry	8 35	
Maritime Coal, Ry. and Power Co	1,668 52	
Minneapolis and St. Louis Ry	1 00	
Mont Joli Water Co	9 45	
Mathie Ellis Co	26 28	
Mobile and Ohio Ry	2 50	
Milwaukee Refrigerator Transit Co	10 65	
H. W. Monsell & Co	18 08	
Morrell Refrigerator Line	4 08	
Montreal Locomotive Works	1 45	
Matapedia Lumber Co	1 00	
Mississippi Central Ry	1 19	
McLean, Holt & Co	189 00	
George McSweeney	225 00	
H. F. McDougall	8 46	
E. D. McGrath	7 70	
W. P. McNeil & Co	101 48	
New Brunswick Coal & Ry. Co	47,204 37	
New York Central and Hudson River Ry	440 38	
National Despatch Line	42 55	
Newfoundland Ry	187 98	
New York, New Haven & Hartford Ry	24 56	
New York, Chicago & St. Louis Ry	63 31	
New Brunswick & Prince Edward Island Ry	3,629 74	
Northern Pacific Ry	2 66	
National Despatch Great Eastern Line	241 75	
Northern Central Ry	30	
J. Norris & Co	22 22	
Norfolk & Western Ry	98	
New Orleans & North Eastern Ry	6 67	
Carried forward		

Car Service Ledger—		
Ashland Coal & Iron Co	0 25	
Banger Ry. & Electric Co	3 60	
By Bay of Quinte Ry	25	
Cincinnati, Hamilton and Dayton Ry	10 00	
Durham & Southern Ry	1 00	
Evansville and Terre Haute Ry	18 00	
Ironton Ry	4 20	
International Ry	12 00	
Lotbinière and Megantic Ry	20 40	
Moshassuck Valley Ry	50	
McKeesport Connecting Ry	1 50	
Natchez, Columbia and Mobile Ry	50	
Port Huron Southern Ry	1 15	
Pontiac, Oxford and Northern Ry	8 33	
Stewartstown Ry	30	
Tellico Ry	1 20	
Woodstock Ry	60	
		83 78
Rents Ledger:—		
Canada Ry. News Co	666 60	
Canadian Pacific Ry	43 00	
D. S. LeBlanc	20	
T. B. Cochran	01	
Town of Fraserville	1 00	
Bell Telephone Co	3 00	
Canadian Express Co	02	
		713 86
Carried forward		

NO. 9.—INTERCOLONIAL RAILWAY—*Continued.*

GENERAL BALANCE, YEAR ENDED MARCH 31, 1910—*Continued.*

Dr.	$ cts.	$. cts.	Cr.	$ cts.	$ cts.
Brought forward			Brought forward		
To New York, Ontario & Western Ry	4 72				
National Labour Congress	446 40				
North Shore Ry Co.	223 74				
New Canadian Co.	283 96				
Northern New Brunswick and Seaboard Ry	2,234 01				
New Brunswick Cold Storage Co	105 00				
New Brunswick Pulp and Paper Co.	81 34				
New Brunswick Dock and Terminal Co	70 00				
Oregon Railway and Navigation Co	2 55				
Ocean charges on freight at Halifax	3,423 63				
Post Office Department	32,030 15				
Prince Edward Island Ry	205 97				
Pictou Station labour	200 00				
Pullman Co.	1 86				
Pennsylvania Ry	82 32				
Price Bros	1,336 02				
Pittsburg, Cincinnati, Chicago and St. Louis Ry.	12 32				
Pennsylvania Co.	73 69				
Pere Marquette Ry.	75 66				
Pittsburg and Lake Erie Ry	11 15				
Philadelphia and Reading Ry	35 79				
Philadelphia, Baltimore and Washington Ry	6 83				
H. M. Price & Co	305 43				
Pickford & Black	169 87				
Pacific Fruit Express	13 51				
Felix Pichette	7 50				
Quebec Central Ry	30,866 00				
Quebec Southern Ry. (new account)	397 78				
Quebec and Lake St. John Ry	49 42				
Quebec Southern Ry. (old account)	25,748 14				
Rhodes, Curry & Co	2,507 23				
Rutland Ry	13 02				
Chas. D. Ruddock	110 00				
Ryan & MacDonnell	3,736 29				
William Routledge	35 21				
Record Foundry Co.	6 90				
Railway Automatic Car Co	61 40				
Reid Wrecking Co	35 00				
Swift Refrigerator Line	2 85				

To Sherbrooke Tank Line	0 48				
Sydney Cement Co.	526 53				
Salisbury and Harvey Ry	7,901 31				
Southern Ry	1 71				
St Lawrence & Adirondack Ry	19 44				
Seaboard Air Line	2 12				
St. Louis & San Francisco Ry	2 30				
St. Louis South Western Ry.	3 59				
Silliker Car Co.	20 36				
St. Monique Station	10 00				
Santa Fe Refrigerator Despatch	11 03				
J. B. Sangster	6 04				
J. Willard Smith	10 00				
Sussex Station	25 00				
Sydney & Glace Bay Ry	1 72				
Shaw & Mason	51 00				
N. C. Scott	29 64				
St. John Station Labour	1,000 00				
Santa Fe Prescott and Phoenix Ry	0 30				
Temiscouata Ry	118 60				
Texas & Pacific Ry	1 74				
Toronto, Hamilton & Buffalo Ry	30 40				
Trois Pistoles Pulp & Paper Co	73 82				
Transcontinental Ry. Commissioners	8,214 77				
William Thomson & Co	11 40				
D. Tremblay	123 29				
S. M. Tweedie	121 90				
Toronto Construction Co	1,015 44				
Vandalia Line	0 40				
Uncurrent & failed banknotes	14 00				
Union Refrigerator Transit Co	1 20				
Vicksburg, Shreveport and Pacific Ry	0 79				
Union Pacific Ry.	2 43				
Union Line.	1 70				
Wabash Ry	100 73				
Western Union Telegraph Co	65 36				
A. N. Whitman & Son	150 00				
E. A. Wallberg	4,839 63				
Wisconsin Central Ry	10 25				
Wheeling and Lake Erie Ry.	0 30				
Western Refrigerator Despatch	0 93				
Washington County Ry	11 62				
York & Carleton Ry	230 56	432,985 04			
Individuals and Companies Ledger Suspense:—					
Dominion Atlantic Ry	58 04				
Grand Trunk Ry	0 94				
Halifax and South Western Ry	81 04				
Carried forward			Carried forward		

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ended March 31, 1910—*Continued*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward			Brought forward		
Montreal Locomotive and Machine Co.	0 83				
McLean, Holt & Co.	723 50				
New Brunswick Docks and Terminals Co	1 79				
Temiscouata Ry	0 62				
International Ry	0 38				
Pullman Car Co.	0 78				
		867 92			
To Traffic Ledger:					
H. & A. Allan	1,469 21				
J. & A. Allan	4 95				
Canadian Pacific Ry	7,732 92				
Dominion Steamship Line	44 05				
Dominion Coal Co	79 05				
Grand Trunk Ry	18,076 01				
Lake Shore and Michigan Southern Ry	5 25				
New York, New Haven and Hartford Ry	2,181 20				
Reid-Newfoundland Ry	8,846 13				
Salvation Army	2,938 12				
		41,376 89			
Car Service Ledger:—					
Albany and Hudson Ry	4 25				
Buffalo and Susquehanna Ry	8 00				
Brockville, Westford and Northwestern Ry	3 25				
Chicago, Peoria and St. Louis Ry	0 50				
Chicago, Cincinnati and Louisville Ry	137 25				
Carolina Valley Ry	0 75				
Dublin and Savannah Ry	0 25				
Erie Ry	1 25				
Forth, Smith and Western Ry	1 00				
Genesee and Wyoming Ry	4 75				
Georgia and Northern Ry	5 00				
To Greenwich and Johnsonville Ry	53 25				
Irondale, Bancroft and Ottawa Ry	3 75				
Mississippi Central Ry	9 50				
Minneapolis and St. Louis Ry	50 25				
Mereer Valley Ry	1 50				
New York and Pennsylvania Ry	2 00				
New York, Philadelphia and Norfolk Ry	6 00				
New York, New Haven and Hartford Ry	1,478 65				

Norwood and Lawrence Ry	204 75				
Quebec and Lake St. John Ry.	5 50				
Quebec Ry., Light and Power Co	4 00				
Rariton River Ry	3 00				
Rapid River Ry	1 75				
Randolph and Cumberland Ry	25				
St. Louis, Watkins and Gulf Ry	2 50				
Toledo Terminal Ry	222 30				
Temiskaming and Northern Ontario Ry	29 25				
White River Ry	49 50				
		2,293 95			
By Rents Ledger:—					
J. St. McLeod	6 00				
Theo. Boucher	30 00				
J. J. Irvine	32				
E. D. McGrath	8 36				
Reid Newfoundland Ry	466 59				
W. A. Clarke	3 00				
F. Pichette	105 00				
Canadian Pacific Ry	329 14				
Post Office Dept.	43 75				
Western Union Telegraph Co	14 40				
Douglas Hannah	1 56				
James Mulroney	1 05				
Duncan McGee.	2 00				
E. Thompson	1 73				
C. Villeux	20 00				
N. Lamontagne	15 00				
Misses Camire	12 00				
Maurice Camire	11 00				
Mrs. J. Atkinson.	85 00				
Mrs. L. Roberge	80 00				
James Cloutier.	34 00				
Geo. Cloutier.	34 00				
A. Begin.	156 00				
Jean Lamothe	36 00				
Louis Boisvert	8 00				
Emile St Laurent	173 00				
Peter Bernier	10 00				
David Rouleau.	24 00				
To Dame C. W. Carrier	204 00				
Olivier Gingras.	51 00				
Arthur Lamontagne.	4 00				
L. N. Letarte	0 06				
J. D. Dennings	2 00				
E. J. Smith	1 00				
J. A. R. Wier	7 00				
Mrs. Agnes Weir	1 00				
Thomas Sharpe	2 00				
Carried Forward			Carried forward		

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ended March 31, 1910—*Concluded.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward			Brought forward		
Mrs. D McLean	4 00				
E. S. Vye	0 75				
A. B. Copp	3 00				
E. J. Smith	1 00				
J. McDonald	1 00				
John R. Stewart	0 25				
William Young	5 00				
Chas. Richards	3 00				
William Plummer	2 00				
D. S. Harper	1 00				
Patrick McCourt	1 00				
Adam Mahar	0 25				
Geo. Marn	0 25				
Benj. Smith	0 25				
Geo. Lovett	0 75				
Municipality of Amqui	9 00				
E. Hutchinson	10 00				
D. McEvoy	5 00				
B. Gladwin	5 00				
Atkinson & McLeod	2 00				
E. O. Steeves	2 00				
P. A. Grant	15 00				
M. McLean	15 00				
Geo. Lightle	1 00				
Geo. W. White	3 75				
A. McIsaac	5 00				
J. A. Kirkpatrick	1 00				
John C. Gass	30 00				
D. Gagne	1 00				
M. A. McLeod	5 00				
R. Allan	6 00				
Geo. Lovett	0 50				
Alex. McDonald	2 00				
W. F. Morgan	1 00				
H. F. McDougall	1 00				
Strathcona Coal Co.	1 00				
Canadian Express Co.	6 25				
Town of Shediac	1 00				
Dominion Express Co.	6 25				

James Skean	3 00	
D. C. KcKenzie & R. Graham	15 00	
D. Patterson	4 00	
M. A. McLeod	5 00	
A. M. Rowan	250 00	
W. R. Steeves	0 79	
Central Telephone Co	19 00	
Harris Abattoir Co	5 00	
City of Sydney	1 00	
John Legere	0 42	
Le Credit Municipal Canadien	....	
Canadian Express Co	6 25	
Charles Love	2 00	
James Barclay	1 00	
Sanderson Mfg. Co	5 00	
Canadian Express Co	6 25	
Nova Scotia Telephone Co	10 00	
Town of Rimouski	24 00	
Lieut. General Laurie	5 00	
New Brunswick Cold Storage Co	251 00	
Trueman Wheaton	5 00	
John W. Logan	5 00	
Imperial Oil Co	5 00	
Robert Douglas	1 00	
Antigonish and Sherbrook Telephone Co	2 00	
E. Banville	1 00	
A. A. O'Donnell	1 00	
Dartmouth Ferry Commission	1 00	
Dominion Express Co	20 00	
Transcontinental Railway Commissioners	1 00	
John H. Adams	1 00	
Emile Paturel	1 00	
Canadian Express Co	0 48	
Geo. Cooper and J. P. Cunningham	12 50	
B. N. S. Underhill	1 00	
Furness, Withy & Co	16 67	
Sackville Hay and Feed Co	7 50	
McKay Mining Co	5 00	
H. McC. Hart	30 00	
Thos. Belanger	1 00	
Trustees of Y. M. C. A., Campbellton	10 00	
Canadian Express Co	25 00	
H. M. Kent	5 00	
Samuel Melanson	5 00	
Doucett Bros	5 00	
City of Sydney	1 00	
J. H. Stewart	2 50	
Imperial Oil Co	90 00	3,016 57
Carried forward		

Carried forward		

No. 9.—INTERCOLONIAL RAILWAY—*Concluded.*

GENERAL BALANCE, YEAR ENDING MARCH 31, 1910.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward			Brought forward		
Advances—					
H. M. Stevens	5 06				
A. W. Belyea	10 00				
E. H. McAlpine	290 00				
A. Gallipeault	100 00				
T. P. Owens	900 00				
		1,305 06			
		2,364,318 19			2,364,318 19

E. & O. E.,
MONCTON, N.B.

S. L SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Averages, year ending March 31, 1910.

Mileage of railway	1,447·13
Engine mileage	8,608·486
Total train mileage	6,682·353
Total car mileage	94,384·628
Ratio of earnings to gross earnings—	Per cent.
Revenue from transportation	99·32
Revenue from operations other than transportation	·68
Gross earnings per mile of railway . . . Dollars	6,404·56
" engine mile . . . "	1·08
" train mile . . . "	1·39
" car mile . . . Cents	9·82
Ratio of expenses to gross earnings—	Per cent.
Maintenance of way and structures	17·50
" equipment	19·98
Traffic expenses	1·94
Transportation expenses	51·62
General expenses	2·23
Expenses per train mile—	Cents.
Maintenance of way and structures	24·28
" equipment	27·71
Traffic expenses	2·69
Transportation expenses	71·60
General expenses	3·09
Expenses per mile of railway—	Dollars.
Maintenance of way and structures	1,121·03
" equipment	1,279·63
Traffic expenses	124·30
Transportation expenses	3,306·32
General expenses	142·66
Locomotive and car repairs, per locomotive and car—	Dollars.
Locomotives	1,504·72
Passenger cars	604·87
Freight cars	38·16

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements, I.C.R.

INTERCOLONIAL RAILWAY OF CANADA.

COMPARATIVE STATEMENT of principal Revenue Producing Freight carried over the Intercolonial Railway in 1908-09 and 1909-10.

DESCRIPTION.	Year ended 31st March, 1909.	Year ended 31st March, 1910.
	Tons.	Tons.
Product of Agriculture:		
Grain	103,896	155,484
Flour	146,692	160,817
Potatoes	26,842	31,232
Hay	36,021	72,229
Apples, fruit and vegetables	15,648	18,855
Other mill products	34,519	31.511
Cotton	3,885	3,723
Products of Animals:		
Hogs and horses	8,493	8,898
Sheep and cattle	10,044	9,768
Lambs	1,532	1,967
Dressed meats	17,342	18,439
Poultry and game	242	411
Fish	26,428	27,887
Oysters	537	1,053
Wool	1,196	1,642
Hides and leather	5,742	6,667
Products of Mines:		
Coal and coke	1,115,937	1,233,870
Ore	2,401	5,740
Sand, stone, &c.	159,300	184,673
Salt	7,058	8,898
Slate and granite	3,280	1,548
Phosphate	11,356	15,351
Products of Forests:		
Lumber	352,888	416,774
Bark	14,200	15,835
Cord wood	52,817	48,751
Pulp wood	167.129	185.385
Wood pulp	19,249	39,072
Shingles	76,480	78,930
Other forest products	196,284	259,002
Manufactures:		
Petroleum and oils	26,466	27,537
Sugar	46,300	62,571
Iron and steel rails	101,340	88,484
Iron, pig and bloom	98,844	138,468
Wire rods	56,024	91,389
Steel billets	115,590	89,416
Other castings and machinery	64,427	75,419
Bar and sheet metals	17,218	12,659
Brick, lime and cement	90,096	107,199
Agricultural implements	6,217	7,585
Furniture	5,293	5,825
Immigrant's effects	1,350	1,821
Miscellaneous	327,369	357,963
Grand total	3,573,972	4,110,748

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT OF RECEIPTS 1908-9 and 1909-10.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
1909—				
April	208,908 23	528,853 85	28,729 25	766,491 33
May	197,244 59	472,576 97	33,203 06	703,024 62
June	242,215 90	463,480 74	34,269 36	739,966 00
July	314,732 16	482,064 25	35,172 13	831,968 54
August	335,443 17	424,580 98	31,829 50	791,853 65
September	304,881 46	482,485 77	40,675 34	828,042 57
October	238,054 67	562,286 27	34,650 62	834,991 56
November	192,884 95	578,692 94	38,185 79	809,763 68
December	199,486 28	542,184 42	60,217 58	801,888 28
1910—				
January	169,614 98	450,978 28	33,530 24	654,123 50
February	141,588 50	466,167 89	30,129 70	637,886 09
March	220,829 77	594,531 82	52,873 58	868,235 17
1909-10	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99
1908-9	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

PASSENGER STATEMENT 1908-9 and 1909-10.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1909—						
April	220,449	7,341,115	19,251	4,493,912	239,700	11,835,027
May	215,388	7,653,839	17,972	2,925,795	233,360	10,579,634
June	236,794	9,757,357	21,779	3,267,586	258,573	13,024,943
July	322,238	14,117,761	25,011	4,088,943	347,249	18,206,704
August	323,036	12,202,322	32,637	6,182,175	355,673	18,384,497
September	270,422	10,978,376	27,893	5,701,955	298,315	16,680,331
October	226,473	8,096,567	21,528	3,683,460	248,001	11,780,027
November	197,433	6,428,113	17,466	3,268,710	214,899	9,696,823
December	232,523	7,993,594	17,524	3,486,280	250,047	11,479,874
1910—						
January	211,233	5,886,857	16,401	3,297,370	227,634	9,184,227
February	175,135	5,122,515	11,006	2,676,647	186,141	7,799,162
March	242,423	7,559,925	20,309	5,927,635	262,732	13,487,560
1909-10	2,873,547	103,138,341	248,777	49,000,468	3,122,324	152,138,809
1908-9	2,656,217	96,462,819	251,020	43,213,293	2,907,237	139,676,112

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

Freight Statement 1908-9 and 1909-10.

Months.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1909—						
April	236,873	53,975,253	90,450	43,892,383	327,323	97,867,636
May	239,633	37,200,818	66,053	30,867,706	305,686	68,068,524
June	246,753	40,736,345	63,050	30,762,591	309,803	71,498,936
July	280,402	46,540,842	62,830	29,904,627	343,232	76,445,469
August	214,405	35,339,615	59,315	29,405,056	273,720	64,744,671
September	243,051	40,027,779	67,301	35,293,235	310,352	75,321,014
October	272,107	49,099,724	85,243	45,233,632	357,350	94,333.356
November	268,595	45,239,989	107,894	59,171,190	376,489	104,411,179
December	234,713	45,100,837	113,976	65,560,902	348,689	110,661,739
1910—						
January	224,072	48,575,194	85,787	46,120,534	309,859	94,695,728
February	225,099	52,442,741	76,754	41,485,502	301,853	93,928,243
March	272,939	67,289,927	89,945	47,727,335	362,884	115,017,262
1909-10	2,958,642	561,569,064	968,598	505,424,693	3,927,240	1,066,993,757
1908-09	2,742,454	525,514,718	831,518	435,775,383	3,573,972	961,290,101

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. Estano,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

Descriptive Statement of Freight transported during the year ended March 31, 1910.

—	Number.	Tons.
Barrels flour	1,608,170	160.817
Bushels grain	7,074,042	155,484
Live stock	106,712	20,633
Sup. feet lumber	677,805,611	940,091
Coal and other fuel		1,282,621
Manufactured goods		1,026,307
All other articles		524,795
Total		4,110,748

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. Estano,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT of Coal transported during fiscal year ended March 31, 1910.

From	For the West.			For Local Stations.	Total.
	Via St. John.	Via St. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.	Tons.	Tons.
Stellarton	166	42	60	393,280	393,548
Westville	....	....	....	30,421	30,421
New Glasgow	1,286	....	830	102,305	104,421
North Sydney	....	....	....	43,166	43,166
Sydney	....	....	....	7,413	7,413
Point Tupper	....	....	....	97,421	97,421
Maccan	....	....	....	239,813	239,813
Norton	....	....	....	31,302	31,302
Coal Branch	....	....	....	165	165
Harcourt	....	....	....	6,142	6,142
Springhill	....	....	....	51,692	51,692
	1,452	42	890	1,003,120	1,005,504

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

STATEMENT showing quantity of the under-mentioned articles carried during fiscal year ended March 31, 1910.

Articles.	Via Montreal.	Via St. Rosalie.	Via St. John.	For Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound	2,000	309	....	12,203	14,512
Refined sugar, west bound	9,217	6,402	1,051	23,224	39,894
European freight, west bound	6,656	1,651	9	43,249	51,565
" east bound	14,408	716	5,809	88,024	*108,957
	Bush.				Bush.
Grain for shipment	328,957	....	....	....	328,957
	Tons.	Tons.	Tons.	Tons.	Tons.
Fresh fish	3,965	547	2,616	6,525	13,653
Salt fish	3,759	697	806	9,606	14,868
Coal	890	42	1,452	1,003,120	1,005,504

* Includes 64,728 tons deals.

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,
Traffic Auditor.

STATEMENT of Ocean Borne Passenger business done at the Port of Halifax during the fiscal year ending March 31, 1910.

Name of Steamer.	Number of Passengers.			
	1st	2nd	Steerage.	Total.
C. P. R. SS. Line—				
Empress of Ireland	70	27	38	135
Empress of Britain	118	68	63	249
North West Transport Line—				
Volturno	1	55	1,615	1,671
Uranium	5	52	1,456	1,513
Raglan Castle	....	16	410	426
Napolitan Prince	....	24	699	723
Sicilian Prince	....	5	375	380
Campania	....	1	462	463
Allan Line—				
Corsican	71	720	1,885	2,676
Grampian	56	639	2,337	3,032
Virginian	141	800	2,168	3,109
Tunisian	153	930	3,082	4,165
Hesperian	94	534	1,791	2,419
Victorian	167	751	2,217	3,135
Carthaginian	61	184	826	1,071
Siberian	19	89	212	320
Mongolian	60	119	289	468
Pretorian	....	141	239	380
Corinthian	....	21	48	69
Numidian	....	125	295	420
Sardinian	....	17	54	71
Ionian	59	410	667	1,136
Pomeranian	....	16	17	33
Sicilian	3	14	205	222
Parisian	....	190	379	569
Dominion Line—				
Dominion	....	275	585	860
Canada	....	174	795	969
Southwark	....	17	88	105
Total	1,078	6,414	23,297	30,789

(Sgd.) E. TIFFIN,
General Traffic Manager.

MONCTON, N.B.,
July 5, 1910.

STATEMENT of Ocean Borne Passenger business done at the Port of St. John during the fiscal year ending March 31, 1910.

Name of Steamer.	Number of Passengers.		
	1st	Immigrants.	Total.
C. P. R. Line—			
Lake Michigan		24	24
Lake Manitoba		15	15
Montezuma		30	30
Lake Erie		17	17
Montrose		4	4
Lake Champlain		1	1
Mount Temple		17	17
Empress of Britain		3	3
Empress of Ireland		4	4
Montreal		10	10
Canada Line—			
Prince Oscar		2	2
Donaldson Line—			
Athenia	16	175	191
Cassandra	8	55	63
Salacia		5	5
Kastalia		3	3
Allan Line—			
Corsican	2	14	16
Tunisian		24	24
Victorian		15	15
Virginian		3	3
Grampian	1	6	7
Hesperian		46	46
Sardinian		27	27
Pomeranian		6	6
Total	27	506	533

(Sgd.) E. TIFFIN,
General Traffic Manager.

MONCTON, N.B.,
July 5, 1910.

STATEMENT of Ocean Borne Passenger business done at the Port of Quebec during the year ending March 31, 1910.

Name of Steamer.	Number of Passengers.		
	1st.	2nd.	Total.
Athenian	1	32	33
Corinthian	1	13	14
Corsican	9	35	44
Canada	4	10	14
Empress of Ireland	2	69	71
Sicilian	3	14	17
Ionian	3	30	33
Pomeranian	4	2	6
Montreal	....	25	25
Virginian	17	27	44
Dominion	8	3	11
Grampian	3	28	31
Cassandria	6	32	38
Mount Temple	....	20	20
Montrose	....	6	6
Empress of Britain	1	40	41
Prince Adolbert	1	18	19
Laurentic	3	18	21
Victorian	5	32	37
Tunisian	10	26	36
Lake Manitoba	1	10	11
Hesperian	....	31	31
Mount Royal	9	9	18
Parthenian	....	4	4
Prince Oscar	....	6	6
Lake Megantic	....	13	13
Lake Erie	....	3	3
Montezuma	....	21	21
Pretorian	....	40	40
Sardinian	....	5	5
White Star	1	....	1
Canadian	....	3	3
Montford	....	14	14
Lake Champlain	....	1	1
Lake Michigan	....	3	3
Donaldson	....	5	5
Megantic	3	7	10
Ottawa	8	5	13
Lakonia	....	1	1
	103	661	764

(Sgd.) E. TIFFIN,
General Traffic Manager.

MONCTON, N.B.,
July 5, 1910.

STATEMENT of Ocean Borne Freight traffic via Halifax for the year ending March 31, 1910.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Allan Line	16,877	5,448
C.P.R.	99	158
Elder Dempster	1,468	2,190
Furness	14,732	56,122
Manchester	973	5,845
N. W. Transport Co	911	....
Plant Line	1,328	619
Pickford & Black	16,848	24,087
Red Cross Line	304	1,017
Donaldson	....	1,030
Tramps—various steamers	11,087	24,405
	64,627	120,921

(Sgd.) E. TIFFIN,
General Traffic Manager.

MONCTON, N.B.,
July 5, 1910.

STATEMENT of Ocean Borne Freight traffic via St. John, for the year ending March 31, 1910.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Allan Line	2,850	5,270
Donaldson	5,522	2,846
Havana & Mexican Line	....	1,273
Manchester Line	2,308	3,343
South African Line	....	2,355½
C.P.R. Line	3,111	6,608
Head Line	....	836
Furness Line	615	1,382
Elder Dempster Line	210	....
Pickford & Black Line	296	....
Teodore de Laringa (steamer)	6,562	....
	21,474	23,913½

(Sgd.) E. TIFFIN,
General Traffic Manager.

MONCTON, N.B.,
July 5, 1910.

INTERCOLONIAL

STATEMENT of Casualties for the

Date.		Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1909.								
April	1	20 K	Special.	....	H. Pelletier.......	J. Dean.....	361	Drummondville ...
〃	1	21 K	〃	Freight.....	P. H. Sirois	G. Goddard.......	307	St. Appollinaire....
〃	6	.. .	.. ..	....	....	....	....	1½ miles east Trois Saumons.
〃	10	17.20	Mixed......	Freight.....	F. A. Davidson...	Judson Wall......	341	¼ mile north Princess Lodge.
〃	15	6.30	24	Way Frt....	J. L. Barnhill	A. Robbins.	281	1 mile east Painsec Jct.
〃	16	2.55	34	Express	A. Begin..... ...	E. B. Price.......	411	¾ mile west Causapscal.
〃	18	23.50	Special.	Freight.....	A. Delaney. ...	M. J. Taylor.	315	Adamsville. ..... .
〃	22	11 K	Lig't Engine	....	W. A. Fitch......	A. McLean.......	179	3 miles east Leitches Creek.
〃	22	9.50	Pilot.	....	Wm. Tees........	J. Martin....	91	St. Hyacinthe .....
〃	23	12.20	Shunter ...	. .. .	C. Poirier	C. A. Killam.. ...	374	Ritchie's Siding....
〃	24	7.40	37	Freight.....	W. E. Fergusson .	W. E. Hunter....	211	Birch Ridge...... .
〃	24	23 25	69	Suburban...	C. D. Phillips. ..	J. Stockall.......	141	Fairview ....
〃	28	.. .	Special.	....	V. R. Blanchard..	F. Goddard.	359	3 miles west St. Appollinaire.
〃	30	21.30	... .	....	....	....	....	Truro. ....
〃	30	15 45	....	....	....	....	....	Chaudiere Jct. ....
May	4	11.30	Shunter	....	....	G. Spear.	77	St. John Yard.....
〃	5	16.30	153	Express	J. Guay..	E. Ouellett........	408	Chabot's Crossing .
〃	19	20.30	Shunter	....	....	....	...	Campbellton Yd ..
〃	22	20.30	176	Fast Frt....	Jas. McDonald.. .	A. Stevens.......	23	Stellarton...... ...
〃	26	8 40	25	Express	T. Guinan..	B. Cooke....	234	½ mile east Windsor Jct.
June	1	19.50	Sub..... ..	....	P. Tardif.........	Oct. Halle........	90	Pt. Levis Yard ....
〃	29	....	....	. ...	....	....	....	Kempt Road, Halifax.
July	7	14 55	64	Suburban...	L. G. Kennedy....	C. Coleman.......	227	Burton's, Halifax..
〃	8	10 14	Sub....	....	Geo. C. Johnston..	Geo. Roberge. ...	173	Point Levis.... ...
〃	16	13.25	Special.	Passenger...	Jos. Baxter.......	Jno. H. Campbell.	66	½ mile east of Trenton.
〃	19	22 0[illegible]	200	Express	J. Rioux..........	W. J. Atkinson...	343	Between Villeroy & de Lotbinière.
〃	30	22 00	75	Freight.....	C. Couchy........	J. Collet and E. Huott.	308 91	1 mile west of Laurier.

RAILWAY OF CANADA.

year ended March 31, 1910.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
W. Lemieux	Brakeman	Hand caught between draw bar and dead wood block.	Hand injured	
J. A. Pickard	"	While shunting	Right leg slightly bruised.	
D. Cloutier	Caretaker	Found on track	Fatal	Accidental.
Daniel McNevin	Passenger	Fell off train	Head injured	
Jno. Camp	Neither	Found alongside of track by crew of 24 train.	Fatal	No blame attached to railway.
Chas. Audet	Mail Clerk	Eight cars of train left track.	Cut on face	
W. Morrison	Express Messenger	Mail car rolled down bank	Heavy blow across face	
J. Little	Brakeman	While shunting	Side injured	
W. A. Fitch	Acting as conductor.	Tender of engine left track and upset.	Ankle sprained	
Sylva Catudal	Neither	Attempting to cross track between cars.	Left arm and foot crushed; died.	No blame attached to railway or employees.
N. Desrosiers	Brakeman	While shunting	Foot badly hurt.	
C. Leahy	"	While unloading piece of machinery.	Finger crushed	
Wm. Gorman	Passenger	Attempting to get off car before it stopped, tripped and fell.	Right hand scratched.	
Louis Jacques	Sectionman	Struck by train	Head injured	
A. Griffin	Frt. porter	While handling freight truck slipped and he fell backwards.	Foot badly injured.	
Alfred Couture	Car repairer	While coupling hose between cars.	Injured about stomach.	
A. Mowery	Shunter	Being caught while uncoupling cars.	Back injured	
Jos. Therien	Neither	Struck by train while walking on track.	Slightly injured	
Chas. Cormier	Brakeman	While shunting	Ankle sprained	
A. M. Fraser	Fireman	While getting off engine fell and was caught by oil box and dragged some distance.	Badly injured	
Sydney Shaffleburg	Sectionman	While standing on track was struck by train.	Fatal	Accidental.
Jos Anctil	Brakeman (not on duty.)	While attempting to get on foot board of tender fell and wheels of tender passed over his body.	"	"
Wm. Ingram	Neither	Fell while playing on wall at new round house.	"	"
Murphy boy, 8 or 9 yrs. old.	"	Run over by train	Badly cut about head, right leg almost severed above ankle.	
A. Simard	"	Struck by train while walking on track.	Back hip and left leg injured.	
Fred Donlan, Miss Sadie Murray, Mrs. Gordon.	Passengers	Car left track	Fracture of skull. Arm bruised. Shoulder slightly bruised.	
Jos. Ginois	Fireman	While shaking grates shaker gear broke injuring hand.	Finger of left hand injured.	
Peter Ryan, Jno. Doran, Pat. Cronin, Wm. Fairbrother.	Neither	Were stealing ride in box car when a wheel of car containing billets broke derailing car.	Badly injured	

INTERCOLONIAL

STATEMENT of Casualties for the

Date.		Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1909.								
Aug.	7	24.20	301	Express	A. E. Logan.....	Wm. Matthews..	109	Loggieville........
"	10	18.10	Spcl........	....	J. B. LeBel	A. Cheuard.......	212	Riv. du Loup Yard.
"	12	12 K	5	Freight.....	J. S. Nickerson. ..	R. Linden........	290	Sussex.............
"	14	10.07	83	Express	J. Coffey..........	R. Bulwer........	155	¾ mile east Buctouche Crossing.
"	19	12.45	Pilot.......	Freight.....	A. St. Pierre......	N. Houston......	3	5 miles west St. Leonard Jct.
"	20	1.50	Spcl..	....	W. Brownrigg.. .	J. Shaw..........	366	Truro.............
"	27	20.15	....	....	....	....	....	" ....
"	28	17.49	34	Express	O. Desjardins. ...	E. Parsons.	407	St. Alexandre......
"	30	17 55	200	"	Geo. Nixon.	J. Donald........	338	Thomson..........
Sept.	7	... ..	....	....	... .	....	....	1 mile west Sackville
"	7	5.10	Freight.....	Special.....	A. Laliberte......	D. Cote.. . .	392	St. Lambert........
"	13	22.30	Excur. Pass.	....	Jno. McLeod.....	Jno. McEachern..	395	Amherst...........
"	20	.... .	....	....	....	....	....	Near St. Joseph sta.
"	21	21.50	Special......	....	H. Pelletier.......	H. Gingras..	307	Ste. Rosalie........
"	23	17.40	Special.	....	J. F. Kelly	A. Probert........	21	Hopewell....... ..
Oct.	6	2.38	Special Exp.	Freight Pass	J. H. Thompson..	R. J. Whalen....	88	300 yards West Nashes Creek Stn.
					A. McLellan......	John Morton.....	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	2.38	" ..	" .	"	"	333	" ..
"	6	16.40	Special.....	....	A. Gauvreau	E. Roy..... ...	....	Drummondville....
"	8	21.20	Shunter	....	....	F. McBeath.......	52	Moncton Yd.......
"	12	.....	26	Express	W. McClafferty...	W. J. Hunter....	341	2 miles North Truro
"	15	1.00	Special.	....	F. A. Fowlie......	J. Gozley.........	275	Windsor Jct.......
"	20	6.20	33	Express	E. Camire.........	A. Matthews....	411	Skin Cut Snow Shed
"	21	13 00	Shunter	....	Nap. Levesque....	Geo. Lutes.......	369	Cedar Hall.. ....
"	30	23.00	....	....	....	....	....	Pt. du Chene ......
Nov.	1	22.30	Shunter	... ...	....	W. McDonald....	349	Sydney Yd.... ...

RAILWAY OF CANADA.

year ended March 31, 1910—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
Jno. Sims	Baggagemaster	His jumper caught on bolt while coupling cars.	Badly injured	
Sam Boucher	Brakeman	Struck by engine	Slightly injured	
Roy L. Welling	"	While unloading freight truck fell on his foot.	Foot slightly injured.	
Alex. H. Steeves	Neither.	Walking on track struck by train.	Died in the hospital, Moncton.	
Antoine Martin	"	Walking on track struck by train.	Died from injuries received.	Accidental.
Chas. True	Employee of Norris & Rowe's Circus.	He was sleeping in car which went off track.	Shoulder dislocated.	
G. L. Miller	Frt. porter	Struck his head against car door while unloading mails.	Cut above and below eye.	
Jos. Dufour	Neither	Attempting to board train while under influence of liquor.	One leg cut off	
Mrs. E. Mattison	"	While standing on crossing struck by train.	Fatal	"
Abel Carter	Neither	Found dead on track, supposed to have been struck by some train during night.	Fatal	Accidental.
Rosario Legare	Brakeman	Foot caught between rail and car coupling cars.	Right foot badly crushed.	
George Ayer	Passenger	Fell or jumped from train	Head and Face injured.	
Victor Chatignay	Fireman	Found dead alongside of track	Fatal	No blame attached Ry. or Emp
O. Sirois	Brakeman	Foot caught between guard rail and switch while getting off train.	Injured	
Arthur Murray	"	While coupling cars	Thumb badly smashed.	
R. J. Whalen	Engineman	Thompson's special collided with No. 33 Express train.	Fatal	Fault of Con. Thompson and Driver Whalen.
J. Morton	"	" "	"	
W. S. Morrison	Exp. Messenger	" "	"	
Wm. Cook	Fireman	" "	Badly injured	
A. J. Jessulate	Brakeman	" "	Right leg badly injured.	
J. A. Murray	"	" "	Shoulder dislocated.	
D. O'Sullivan	Mail Clerk	" "	Left arm broken	
W. P. Starratt	"	" "	Slightly injured	
Thos. Keith	"	" "	"	
J. H. Thompson	Conductor	" "	"	
Wilfrid Blais	Neither	While walking on track struck by train.	"	
A. A. Embree	Brakeman	Attempting to shove coupler with his foot.	Foot badly jammed.	
Jas. A. McCuish	Passenger	Jumped through window 2nd class car.	Slightly injured	
Henry Gratta	Em. on Steam shovel	Found body on track cut in two	Fatal	Accidental.
M. D. Mullins	Waiter	No. 33 run into No. 75 Mullins knocked down by jar.	Rib broken	
Aug. Gagnon	Brakeman	Foot caught in hole of flat car.	Foot slightly injured.	
Wm. McGrath	Cleaner	Caught foot in turntable while turning engine.	Foot smashed	
Jno. McPhee	Brakeman	Squeezed between platform and car.	Bruised about body.	

INTERCOLONIAL

STATEMENT of Casualties for the

Date.		Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1909.								
Nov.	4	19.00	84	Express	J. Coffey	R. Bulwer	....	Halls Creek Bridge near Moncton.
"	4	.....	Special.	.....	O'Brien	R. D. McDonald	229	Woodburn
"	6	5.15	133	Express	J. B. Crockett	Geo. Storey	99	Pt. du Chene
"	10	5.25	33	"	A. Begin	W. Duncan	406	¼ mile East Parades Siding.
"	12	18.35	Shunter	.....	.....	H. Maisey	350	Campbellton
"	20	.....	.....	.....	.....	.....	....	Nicolet
Dec.	1	10.25	145	Express	J. Dowden	R. Jameson	2	Guy St., Montreal
"	5	16.30	Special.	Freight	S. G. Nickerson,	W. Ingram	103	Cannan
"	13	22.45	26	Express	A. E. Brown	J. Ross	....	Short distance west of North St. stn.
"	17	16.20	23	Freight	I. L. Barnhill	L. King	277	Amherest
"	17	24.00	Shunter	.....	J. Jackson	P. McInnes	405	D. W. T. Halifax.
"	18	16.50	37	Freight	W. F. Fergusson	F. Henry	395	Beaver Brook near St. Francois stn.
"	26	10.20	Special	.....	H. LeBel	Geo. Cote	320	St. Anne
1910.								
Jan.	4	12.20	42	Freight	A. Gamache	D. C. Gallan	351	Cedar Hall
"	7	16.00	41	"	.....	R. Baird	264	Ste. Flavie Yard
"	10	17.30	Shunter	.....	.....	R. H. Fillmore	287	Stellarton Yard
"	17	.....	.....	.....	.....	.....	....	.....
"	19	6.40	.....	.....	.....	A. Probert	199	Near Lourdes
"	22	4.50	148	Express	A. Freshetto	Geo. Cloutier	74	St. Lambert
"	27	10.00	.....	.....	.....	.....	....	Truro
"	29	15.05	23	Freight	J. W. Coles	W. Gross	279	Amherst
Feb.	8	20 25	151	Express	A. Legace	G. Findlay	102	2½ miles west St. Eugene.
"	19	19.30	Special	.....	J. Cremer	J. Martin	7	Chatham
"	21	14K	Shunter	.....	.....	Ed. Kean	403	Ste. Flavie Yard.
"	28	1.40	Special.	Freight	H. A. Baker	D. McLeod	309	Hill Siding near Folleigh.
Mar.	5	16.35	Shunter	.....	.....	G. Roberge	197	Levis Yard

RAILWAY OF CANADA.

year ended March 31, 1910—*Continued.*

Name of Person Injured.	Whether Passenger or Employees.	Particulars of Accident.	Extent of Injury.	Verdict.
Ed. Donaghau	Neither	Struck by train while walking on track.	Died in Moncton Hospital.	No Inquest.
A. B. Gray	Trackmaster	Fell from car of ties	Four ribs broken	
Geo. Mills	Brakeman	Caught between switch stand and cars while shunting.	Right arm and side badly injured.	
Miss N. Kinnear	Passenger	Train left track	Ear slightly injured.	
C. B. Jones	Porter	"	Head slightly injured.	
Henry Gunter	Neither	Struck by train while crossing track.	Fatal	"
Fillion	Fireman	Slipped on ice and fell off turn-table.	Two ribs forced out of place.	
Amedee Cherrier	G.T.R. Sectionman	While standing on platform of car train collided with car on main line.	Badly injured.	
S. G. Nickerson	Conductor	When train parted car stopped quickly throwing him against end of car.	Badly injured	
Mrs. K. Carroll	Passenger	Found on track	One leg below knee and foot cut off died in Hospital Halifax.	"
Lula Barrett	Neither	Crossing track beneath cars	Fatal	Accidental.
W. Fabie	Brakeman	While coupling cars	Badly injured	
W. F. Fergusson	Conductor	Hand caught in door	One finger smashed	
Elz. Villeaux	Neither	Found dead on track	Fatal	Accidental.
H. M. Canfield	Passenger	No. 33 train collided with Special.	Slightly injured	
Miss A. Poirier	"	" "	"	
Jos. Williams	"	" "	"	
Mrs. J. Shute	"	" "	"	
David Tokes	"	" "	"	
Chas. Soloman	"	" "	"	
I. Bircovitch	News Agent	" "	"	
E. Patson	Second Cook	" "	"	
D. C. Gallan	Engineer	While cleaning fire	First finger of left hand badly smashed.	
A. Rioux	Yardman	While coupling cars	Fatally injured, died next morning.	Accidental.
John W. McIntosh	Brakeman	While standing on foot board of Engine 287 which collided with Engine 85.	Fatal	"
Aug. Pouliot	Engineman	Struck by shunting engine	Slightly injured	
Jos. Campbell	Sectionman	Walking on track	Badly injured	
Jos. Frechette	Brakeman	While shunting slipped and fell.	Three fingers of left hand smashed.	
Geo. Laird	Car Inspector	While uncoupling air brakes head caught between cars.	Badly injured	
J. A. Stronach	Brakeman	Fell from ladder of box car	Arm broken	
M. Lachapelle	Neither	While driving on track struck by train.	Slightly injured	
W. Whalen	Brakeman	While coupling cars	Thumb jammed	
Dumas Cloveau	Sectionman	Struck by engine while walking track.	Slightly injured	
D. McLeod	Engineman	Engine and six cars went over bank.	Fatal	Breaking of tire of right hand driving wheel.
John McIsaac	Fireman	" "	"	
J. O. Davidson	Brakeman	" "	"	
A. Martin	Yardman	While coupling cars	Badly injured	

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1910.							
Mar. 7	......	Shunter....	....	....	....	....	Ste. Flavie.... ...
" 11	18.30	376	Sub........	W. Long.........	N. Ivroy..........	330	Fredericton Station
" 12	24.15	Special.....	Freight.....	F. Dixon.........	W. Rushton......	297	3 miles west Belledune.
" 31	. .	....	....	....	....	....	St. Hyacinthe .....

RAILWAY OF CANADA.

year ended March 31, 1910—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Trains.
A. Dumont.........	Yardman..... ...	While shunting	Second finger of right hand jammed.	
W. Burdon.........	Brakeman	Fell from train wheels passing over right hand.	Hand badly crushed.	
Robert Geedart.....	"	Engine parted from train and Geedart trying to couple same got caught between couplers at hips.	Seriously injured, died later in Moncton Hospital.	Accidental.
O. Dion...........	"	While unloading freight.. ...	Thumb crushed...	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of the Windsor Branch for the year ending March 31, 1910.

TRACK.

During the year 43,320 feet of 4-inch and 4½-inch rails were taken out of the track and the same quantity of 4½-inch rails relaid.

TIES.

Ten thousand five hundred and forty-four ordinary ties and 1 set of switch ties were renewed during the year.

BALLASTING.

During the year 140 cubic yards of ashes were put under the track.

SWITCHES AND SEMAPHORES.

Necessary repairs were made to all switches and semaphores.

FENCING.

During the year 2.000 rods of wire fence was built by contract.

Necessary repairs were made to existing fences throughout the branch.

WHARFS AND TRESTLES.

Repairs.

Necessary repairs were made to wharfs and trestles throughout the line.

BRIDGES AND CULVERTS.

Repairs.

Beaver Bank, bridge; Ellershouse, bridge; Ellershouse, culvert; Fletcher's, bridge; Pidgeon's, bridge; Three-Mile Plains, bridge.

BUILDINGS AND PLATFORMS.

Repairs.

Beaver Bank, station; Beaver Bank, platform; Ellershouse, station; Hartville, platform; Mount Uniacke, station; Mount Uniacke, freight shed; Newport, station; South Uniacke, platform; Windsor, station; Windsor, platform; Windsor, engine house; Windsor, tool house; Windsor, freight shed.

GENERAL.

Necessary repairs were made to cattle-guards, road crossings and gates throughout the line, where required.

Glazing was done and glass put in where required.

Outhouses and approaches to public road crossings were whitewashed.

Semaphores, switches and signals were painted when required.

Necessary repairs were made to trollies, hand cars, wheel-barrows, &c., throughout the line, when required.

The track on the Windsor Branch, with the bridges and structures, have been kept in good repair and I think were never in better condition.

I am, yours faithfully,

(Sgd.) T. C. BURPEE,

Moncton, N.B.,
March 31, 1910.

WINDSOR BRANCH RAILWAY.

Revenue Account year ended March 31, 1910.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures.....	23,549 90	Passenger earnings..	15,696 16
Balance.....	37,104 08	Freight earnings..	43,805 98
		Mail earnings............	1,151 84
	60,653 98		60.653 98

E. & O. E.,
Moncton, N.B.

(Sgd.) S. L. SHANNON,
Comptroller.

WINDSOR BRANCH RAILWAY.

Maintenance of Way and Structures, year ended March 31, 1910.

—	$ cts.
Superintendence	2,094 79
Ballast	66 50
Ties	3,859 02
Rails	2,748 42
Other track material	1,500 17
Roadway and track	9,395 12
Removal of snow, sand and ice	427 14
Bridges, trestles and culverts	643 97
Grade crossings, fences, cattle guards and signs	1,899 10
Signals and interlocking plants	7 88
Buildings, fixtures and grounds	594 95
Docks and wharfs	12 75
Roadway tools and supplies	135 31
Stationery and printing	40 27
Other expenses	124 51
	23,549 90

E. & O. E.,
Moncton, N.B.

(Sgd.) S. L. SHANNON,
Comptroller.

WINDSOR BRANCH RAILWAY.

General Balance, year ended March 31, 1910.

Dr.	$ cts.	Cr.	$ cts.
To Stores Department	4,311 35	By Dominion account	4,311 35

E. & O. E.,
Moncton, N.B.

(Sgd.) S. L. SHANNON,
Comptroller.

WINDSOR BRANCH RAILWAY.

STATEMENT of Monthly Receipts—One-third Earnings.

Month.	Passenger Earnings	Freight Earnings.	Mail Earnings.	Totals.
1909.	$ cts.	$ cts.	$ cts.	$ cts.
April	960 47	3,244 39	95 68	4,300 54
May	932 36	2,674 21	95 68	3,702 25
June	1,392 07	2,228 76	95 68	3,716 51
July	1,777 56	2,263 53	95 68	4,136 77
August	1,992 13	1,624 46	96 91	3,713 50
September	2,605 57	4,579 91	98 13	7,283 61
October	1,581 29	5,546 10	96 90	7,224 29
November	981 01	6,104 65	96 91	7,182 57
December	1,161 21	3,989 98	96 91	5,248 10
1910.				
January	663 44	4,473 17	94 46	5,231 07
February	701 40	3,385 79	94 45	4,181 64
March	947 65	3,691 03	94 45	4,733 13
	$15,696 16	$43,805 98	1,151 84	$60,653 98

E. & O. E., (Sgd.) S. L. SHANNON,
MONCTON, N.B. *Comptroller.*

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., May 31, 1910.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal year ended March 31, 1910.

I also inclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

No. 1. Capital.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores.
9. General balance.
10. Statement of averages.
Statement of receipts.
Passenger statement.
Freight statement.
Descriptive statement of freight transported.

A. Statement showing the number of locomotives and the various classes of cars.

B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation during the year was the same as last year, 267·5 miles.

CAPITAL ACCOUNT.

The expenditure to March 31, 1909, was		$8,258,967 94
The additions during the year were as follows:—		
To increase accommodation at Charlottetown	$156,531 57	
Branch line, Harmony to Elmira	49,829 25	
Montague Branch	36 15	
		206,396 97
Making the total on March 31, 1910		$8,465,364 91

The above expenditures under the head of capital account, for the current year, will be fully explained by the chief engineer.

REVENUE ACCOUNT.

There has been a very substantial increase in revenue during the year. The crops were exceptionally good, and prices ranged high, and the province has experienced a continuance of prosperity.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings	$ 319,074 74
Working expenses	427,283 73
Difference	$ 108,208 99

The gross earnings compare with the previous year, as follows:—

In 1908-9	$ 311,319 63
1909-10	319,074 74
Increase	$ 7,755 11

The earnings from passenger traffic compare, as follows:—

In 1908-9	$ 136,534 04
1909-10	140,076 83
Increase	$ 3,542 79

The earnings from freight traffic compare, as follows:—

In 1908-9	$ 149,150 61
1909-10	153,373 11
Increase	$ 4,222 50

The earnings from mails and sundries compare as follows:—

In 1908-9	$ 25,634 98
1909-10	25,624 80
Decrease	10 18

The numbers of passengers carried compare as follows:—

	Number.
In 1908-9	332,758
1909-10	351,038
Increase	18,280

The weight of freight compares as follows:—

	Tons.
In 1908-9	106,090
1909-10	105,741
Decrease	349

WORKING EXPENSES.

The working expenses compare with the previous year, as follows:—

In 1908-9	400,330 41
1909-10	427,283 73
Increase	$ 16,953 32

The averages compare with the previous year, as follows:—

Per Mile Run by Locomotive.

In 1908-9	$ 88 46
1909-10	96 05

Per Mile Run by Trains.

In 1908-9	119 51
1909-10	132 07

Expenditure per Mile of Railway.

In 1908-9	1,499 36
1909-10	1,600 31

TRACK.

Twenty-seven thousand five hundred and eighty-one track ties, 18 sets switch ties, and 26 head-blocks and frames were renewed.

Four Burpee switch-stands were placed in Charlottetown yard, and 3 on main line.

Fifty pound steel rails were laid as follows to replace iron rails:—2,115 feet in Tignish yard, 1,176 feet on Alberton wharf track, 3,360 feet in Georgetown yard, and 1,672 feet in Souris yard. In Charlottetown yard 4,900 feet track was laid with 56-lb.

steel rails to replace iron rails, and on the main line of the Vernon River loop 2,750 feet 50-lb. rails were laid to replace 56-lb. steel rails, which were in bad order. On the main line between Royalty Junction and Kensington 1,100 tons of 58-lb. steel rails, with bolts and fastenings, were laid, replacing 50-lb. steel rails. Twelve new steel frogs were used on the road to replace worn out and lighter ones, which were taken out.

A new track scale with concrete foundation was placed in Charlottetown yard, and a second-hand track scale with timber foundation in Georgetown yard.

A new Ellis bumping post was placed on end of track on Souris wharf, and two on end of tracks on Charlottetown wharf.

Twelve hand cars were repaired. Seven new track levels and 4 lifting boards were made.

SIDINGS.

At Tignish a new siding, 396 feet in length, was laid with 50-lb. steel rails, for a plough and flanger.

At St. Louis 950 feet of 50-lb. steel rails were laid on siding to replace iron rails, and siding was extended 100 feet.

At Alberton 1,000 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At O'Leary 1,032 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Portage 1,540 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Ellerslide 508 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Northam 800 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Richmond 750 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Kensington 2,928 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Kelvin 384 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Emerald 400 feet of 50-lb. steel rails were laid on siding to replace iron rails

At Kinkora 800 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Albany 750 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Bradalbane 1,790 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Elliott's 1,251 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Hunter River 1,250 feet of 50-lb. steel rails were laid on siding to replace iron rails. The through siding was extended 180 feet, and Full's siding 70 feet, and both relaid with 50-lb. steel rails.

At North Wiltshire 600 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Milton 500 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Winsloe 300 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At York 1,600 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Bedford 1,296 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Mt. Stewart 1,455 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Morell 1,200 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Marie the siding was extended 400 feet. In replacing iron rails taken out, and extending siding, 1,152 feet of 50-lb. steel rails were used.

At St. Peter's 642 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Selkirk 800 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Bear River 984 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Peake's 450 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At St. Teresa 500 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Kitchen's Siding 264 feet of 50-lb. steel rails were used in extending it.

FENCING.

Thirty-one thousand one hundred and seventy feet wire fence were rebuilt with new cedar posts and Page wire. Seven thousand two hundred and eighty-eight feet new stationary snow fence was built. Two thousand one hundred and seventy-five feet stationary snow fence and 575 feet barbed wire fence were rebuilt. Three hundred and ninety-four panels of portable snow fence were built by road carpenters, and placed where most needed. A large quantity of temporary snow fence was erected with brush and wire.

Fifty farm gates were renewed.

All fences requiring repairs were attended to.

BALLASTING.

Seven hundred and eighty-three cars of ballast were distributed where most needed. Three hundred and fifty-seven cars of clay were used to grade station grounds and widen embankments. Forty-two cars ashes were distributed in wet and soft places in the track.

BRIDGES.

At West Devon, Ellerslide and St. Nicholas bridges received new coverings of hard pine ties.

At Mt. Stewart iron work of bridge was painted.

At Morell repairs were made to rest pier of swing span of the bridge.

At Marie stonework of bridge was pointed and ironwork painted.

At Midgell stonework of bridge was pointed and iron and woodwork painted.

At Pine Brook stonework of bridge was pointed.

CULVERTS.

At Bloomfield a new timber culvert was built to change the water course at this place.

At O'Leary a concrete pipe culvert, 40 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Coleman a concrete pipe culvert, 20 feet long, 15 inches in diameter, was put in to replace a wooden one.

At Northam a concrete pipe culvert, 35 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Richmond a concrete pipe culvert, 40 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Summerside a concrete pipe culvert, 28 feet long, 18 inches in diameter, was put in to replace a wooden one.

At Mt. Stewart a concrete pipe culvert, 16 feet long, 15 inches in diameter, and an iron culvert, 36 feet long, 12 inches in diameter, was put in to replace wooden culverts.

At St. Peter's an iron pipe culvert, 48 feet long, 12 inches in diameter, and a concrete pipe culvert, 25 feet long, 18 inches in diameter, were put in to replace wooden culverts.

At Georgetown a concrete pipe culvert, 18 feet long 30 inches in diameter, was put in to replace a wooden culvert, and two concrete culverts, 30 feet long, 18 inches in diameter, were constructed to replace two wooden culverts.

At St. Teresa two concrete pipe culverts, 17½ feet long, 18 inches in diameter, were put in to replace two wooden ones.

Twenty-eight wooden culverts were rebuilt with hemlock and other timber, and stone culverts repaired where necessary.

Eighty-five cattle-guards were renewed with hemlock ties, hard pine and hemlock timber.

WHARFS AND BREASTWORKS.

At Summerside the following material was used in repairing wharf: 50,000 feet hemlock timber, 3,000 feet hemlock plank and 300 drift bolts. In repairing breastwork, 30,000 feet hemlock timber and 200 drift bolts were used.

At Souris, in building a slip, 2,000 feet hemlock plank and 100 drift bolts were used.

At Georgetown the following material was used in building a slip for the *Earl Grey*: 5,000 feet hemlock timber, 2,000 feet spruce plank, 2,000 feet hemlock plank and 300 drift bolts.

At Marie, 50 feet of breastwork was built with old ties and timber.

BUILDINGS AND PLATFORMS.

Tignish.—Engine-house, freight-house and flues in agent's dwelling were repaired. Four coal boxes were rebuilt.

DeBlois.—Station was repaired.

St. Louis.—Station was repaired and a new ticket office built. A new cattle pen was erected.

Alberton.—Agent's dwelling was raised and a new foundation placed under it, and repairs made to the interior, which was also papered and painted. Roof of dwelling was shingled.

Howlan.—A new station platform was made.

O'Leary.—Station platform and section tool-house were rebuilt. Agent's dwelling was papered and painted inside.

West Devon.—The door and windows of station were repaired.

Portage.—The station windows were repaired.

McNeill's.—The station windows were repaired.

Ellerslie.—Section tool-house was rebuilt.

St. Nicholas.—Station doors and windows were repaired.

Piusville.—Windows of station were repaired.

Summerside.—Station was repaired and baggage-room received a new gravel roof. Freight-house on wharf was raised and repaired.

Freetown.—Three new storm windows were made for station.

Emerald.—The station platform was renewed.

Cape Traverse.—Station platform was repaired. Kitchen of agent's dwelling and one room were sheathed.

Bradalbane.—Station roof was repaired with gravel and pitch. Agent's dwelling was papered and painted inside.

Clyde.—Exterior of station was painted.

Hunter River.—Station platform was repaired. Station received a new gutter and was repaired.

North Wiltshire.—Station platform and doors and windows of station were repaired.

Colville.—Station received new doors and windows.

Milton.—New doors and windows were provided for station.

Royalty Junction.—Two small houses were converted into one building for agent's dwelling, which necessitated considerable labour, as one building was moved and a new foundation placed under both. Dwelling was also papered, and both the interior and exterior painted.

Bedford.—Four new storm windows were provided for station, and necessary repairs made to station. A new floor was laid in the office.

York.—Station windows and doors were repaired.

Mt. Stewart.—The interior of agent's dwelling was papered and painted. Station platform was repaired.

Lot 40.—The station was painted outside.

Morell.—Station and platform were repaired. The interior of agent's dwelling was painted and papered.

Union.—Station platform was renewed.

St. Peter's.—A new section tool-house was built, and station platform repaired.

Selkirk.—Section-house roof was shingled.

Bear River.—Agent's dwelling was painted and the ceilings whitened. Station platform was renewed.

Souris.—Station received repairs and a new crown moulding, and the exterior was painted. A new gravel roof was placed on baggage-room. Station roof was shingled. A new well-house was provided for the agent. Agent's dwelling was papered and painted inside. A new set of scales was placed in freight-house.

Peakes.—A new door was provided for freight-house, and repairs made to doors and windows of station.

48 Road.—Station roof was shingled.

Cardigan.—Station was repaired.

Georgetown.—Engine-house was repaired, and the roof shingled. Warehouse on wharf was raised and placed on a new foundation.

Murray Harbour.—Doors and windows of engine-house were repaired. All other buildings requiring repairs were attended to.

STORES.

The value of stores purchased was..	$150,719 57
The value of stores used was..	181,020 08
The value of material sold was..	2,623 82
The value of stores on hand at the end of the year was:—	
Miscellaneous..	$ 31,948 74
Fuel..	12,155 77
Roadway and bridge material..	15,201 67
	$59,306 18

GENERAL.

The rolling stock, roadbed and buildings have all received generous attention, and are in a state of efficiency.

I inclose a return of casualties which occurred during the year.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) G. A. SHARP,
Superintendent.

D. Pottinger, Esq., I.S.O.,
Assistant Chairman, Govt. Railways Managing Board,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.—12 MONTHS ENDED MARCH 31, 1910.

1909.	DR.		$ cts.	1909.	CR.	$ cts.
March 31.	To cost of P.E.I. Railway to date		8,258,967 94	March 31.	By Dominion of Canada	8,258,967 94
1910.				1910.		
March 31.	To increase accommodation at Charlottetown	$ 156,531 57		March 31.	By Dominion of Canada	206,396 97
	Branch line—Harmony to Elmira	49,829 25				
	Montague Branch	36 15	206,396 97			
			8,465,364 91			8,465,364 91

E. & O. E.,
CHARLOTTETOWN, P.E. I.

W. T. HUGGAN,
Accountant and Auditor.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT—TWELVE MONTHS ENDED MARCH 31, 1910.

EXPENDITURE.	$ cts.	EARNING.	$ cts.
Maintenance of way and structures . .	121,046 70	Passenger earnings....	140,076 83
Maintenance of equipment.	79,258 26	Freight earnings..........	153,373 11
Traffic expenses......................	968 97	Mails and express earnings....	23,935 58
Transportation expenses...	211,004 76	Miscellaneous earnings	1,689 22
General expenses....................	15,005 04		
	427,283 73		319,074 74
		Balance.	108,208 99
	427,283 73		427,283 73

E. & O. E., (Sgd.) W. T. HUGGAN,

CHARLOTTETOWN, P.E.I. *Accountant and Auditor.*

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF WAY AND STRUCTURES—TWELVE MONTHS ENDED MARCH 31, 1910.

		$ cts.
No. 1.	Superintendence..	2,768 70
2.	Ballast	1,598 58
3.	Ties...	10,232 32
4.	Rails..............	11,008 03
5.	Other track material.......................	5,890 44
6.	Roadway aud track...........................	60,149 62
7.	Removal of snow, sand and ice	11,930 76
9.	Bridges, trestles and culverts........	1,564 53
11.	Grade crossings, fences, cattle guards and signs...........	4,851 21
12.	Snow and sand fences and snow sheds	411 48
13.	Signals and interlocking plants..................	14 15
14.	Telegraph and telephone lines	2 96
16.	Buildings, fixtures and gromds.........	6,916 88
17.	Docks and wharfs.....	2,109 48
18.	Roadway, tools and supplies..............................	1,401 77
23.	Stationery and printing........	187 84
25.	Other expenses.	8 00
		121,046 70

E. & O. E., (Sgd.) W. T. HUGGAN,

CHARLOTTETOWN, P.E.I. *Accountant and Auditor.*

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE OF EQUIPMENT—TWELVE MONTHS ENDED MARCH 31, 1910.

	$ cts.
No. 28. Superintendence	6,798 15
29. Steam locomotives—repairs	27,005 00
35. Passenger train cars—repairs	14,485 79
36. Passenger train cars—renewals	4,398 84
38. Freight train cars—repairs	11,471 06
39. Freight train cars—renewals	4,130 85
47. Shop machinery and tools	3,124 19
50. Stationery and printing	272 09
52. Other expenses	6,860 66
56. Work equipment—repairs	711 63
	79,258 26

E. & O. E., (Sgd.) W. T. HUGGAN,
CHARLOTTETOWN, P.E.I. *Accountant and Auditor.*

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

TRAFFIC EXPENSES—TWELVE MONTHS ENDED MARCH 31, 1910.

	$ cts.
No. 57. Superintendence	17 00
59. Advertising	894 09
60. Stationery and printing	57 88
	968 97

E. & O. E., (Sgd.) W. T. HUGGAN,

CHARLOTTETOWN, P.E.I. *Accountant and Auditor.*

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

TRANSPORTATION EXPENSES—TWELVE MONTHS ENDED MARCH 31, 1910.

No.		$	cts.
No. 66.	Superintendence	6,344	07
67.	Despatching trains	2,595	51
68.	Station employees	45,038	14
72.	Station supplies and expenses	5,849	12
73.	Yardmasters and their clerks	2,000	83
74.	Yard conductors and brakemen	1,935	25
76.	Yard supplies and expenses	26	78
77.	Yard enginemen	4,226	05
78.	Enginehouse expenses—yard	1,005	77
79.	Fuel for yard locomotives	3,674	49
80.	Water for yard locomotives	80	00
81.	Lubricants for yard locomotives	128	52
82.	Other supplies for yard locomotives	98	85
86.	Road enginemen	23,425	86
87.	Enginehouse expenses—road	10,837	48
88.	Fuel for road locomotives	46,682	45
89.	Water for road locomotives	2,064	38
90.	Lubricants for road locomotives	898	58
91.	Other supplies for road locomotives	962	71
94.	Road trainmen	31.955	39
95.	Train supplies and expenses	7,071	15
98.	Drawbridge operation	670	28
99.	Clearing wrecks	46	60
100.	Telegraph and telephone—operation	7,013	08
101.	Operation floating equipment	222	40
103.	Stationery and printing	5,787	17
105.	Other expenses	4	54
106.	Loss and damage—freight	278	13
108.	Damage to property	56	68
109.	Damage to stock on right of way	24	50
		211,004	76

E. & O. E., (Sgd.) W. T. HUGGAN,
CHARLOTTETOWN, P.E.I. *Accountant and Auditor.*

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL EXPENSES—TWELVE MONTHS ENDED MARCH 31, 1910.

No.		$	cts.
No. 113.	Salaries and expenses of general officers	1,659	66
114.	Salaries and expenses of clerks and attendants	5,619	07
115.	General office supplies and expenses	294	24
116.	Law expenses	73	35
118.	Relief department expenses	6,142	67
119.	Pensions	5	54
120.	Stationery and printing	1,148	87
121.	Other expenses	72	72
		15,005	04

E. & O. E., (Sgd.) W. T. HUGGAN,
CHARLOTTETOWN, P.E.I. *Accountant and Auditor.*

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL STORES ACCOUNT—12 MONTHS ENDED MARCH 31, 1910.

1909.	Dr.	$ cts.	$ cts.	$ cts.
March 31.	To balance brought forward			77,442 27
1910.				
March 31..	To Purchases during the year		150,719 57	
	Charges from other departments		5,128 01	
	Labour, &c		4,919 73	
	Pay rolls		4,740 50	165,507 81
	Cr.			242,950 08
March 31..	By issues during the year			183,643 90
	Balance .. Ordinary stores, including stationery	31,948 74		59,306 18
	Fuel	12,155 77		
	Roadway and bridge material	15,201 67		

E. and O. E.

CHARLOTTETOWN, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

No 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE—12 MONTHS ENDED MARCH 31, 1910.

Dr.	$ cts.	Cr.	$ cts.
General stores	59,306 18	Dominion account	72,401 20
Post Office Department	7,263 64	Rhodes, Curry & Co	390 00
Station agents	2,112 01	John Simon	200 00
Cash	2,074 63	Unclaimed wages	198 65
Road and equipment—Suspense	1,812 93		
Department of Marine and Fisheries	296 16		
Canadian Express Company	120 26		
Intercolonial Railway	67 28		
Rents account	48 87		
Suspense account	47 28		
Judge Weatherbie	30 00		
Charlottetown Steam Navigation Co	8 76		
Militia Department	0 95		
Local government of P.E.I.	0 75		
Toronto, Hamilton and Buffalo Ry	0 15		
	73,189 85		73,189 85

E. & O. E.,

CHARLOTTETOWN, P.E.I.

(Sgd.) W. T. HUGGAN,

Accountant and Auditor.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT OF AVERAGES—YEAR ENDED MARCH 31, 1910.

Mileage of railway		267
Engine mileage		444,837
Total train mileage		322,522
Total car mileage		2,051,034
Ratio of earnings to gross earning.—		
Passenger	Per cent.	43·90
Freight	"	48·07
Mails and express	"	8·03
Gross earnings per mile of railway	Dollars.	1,195 03
" engine mile	Cents.	71·73
" train mile	"	98·63
" car mile	"	15·56
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent.	37·94
Maintenance of equipment	"	24·84
Traffic expenses	"	0·30
Transportation expenses	"	66 13
General expenses	"	4·70
Expenses per train mile—		
Maintenance of way and structures	Cents.	37·41
Maintenance of equipment	"	24·50
Traffic expenses	"	0·30
Transportation expenses	"	65·22
General expenses	"	4·64
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	453·36
Maintenance of equipment	"	296·84
Traffic expenses	"	3·63
Transportation expenses	"	790·28
General expenses	"	56·20
Locomotive and car repairs, per locomotive and car—		
Locomotives	Dollars	884·03
Passenger cars	"	309·58
Freight cars	"	30·83

E. and O. E.,

CHARLOTTETOWN, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Statement of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
	$ cts.	$ cts.	$ cts	$ cts.
1909—				
April	9,566 64	12,881 58	2,140 96	24,589 18
May	8,545 99	18,444 70	1,842 39	28,833 08
June	10,014 70	15,026 55	1,772 14	26,813 39
July	19,131 91	12,714 55	2,906 69	34,753 15
August	18,499 20	10,691 42	2,044 78	31,235 40
September	17,399 46	12,191 13	1,990 44	31,581 03
October	11,616 31	15,286 95	1,871 50	28,774 76
November	11,030 94	18,647 30	1,916 65	31,594 89
December	9,979 55	12,081 57	1,989 40	24,050 52
1910—				
January	7,445 08	6,796 55	2,014 83	16,256 46
February	7.185 95	7,804 22	3,006 93	17,997 10
March	9,661 10	10,806 59	2,128 09	22,595 78
1909-10	140,076 83	153,373 11	25,624 80	319,074 74
1908-09	136,534 04	149,150 61	25,634 98	311,319 63

E. and O. E.,
Charlottetown, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1909—						
April	28,193	519,133	189	8,813	28,382	527,946
May	23,665	443,035	633	29,378	24,298	472,413
June	22,307	465,324	1,197	65,503	23,504	530,827
July	43,106	1,017,302	2,711	124,733	45,817	1,142,035
August	35,472	790,051	5,044	221,495	40,516	1,011,546
September	33,489	873,302	4,113	194,651	37,602	1,067,953
October	24,851	506,980	2,381	117.896	27,232	624,876
November	28,352	525,617	1,589	75,111	29,941	600,728
December	27,675	535,172	1,099	50,392	28,774	585,564
1910—						
January	19,146	397,686	280	13,587	19,426	411,273
February	18,711	409,117	96	4,772	18,807	413,889
March	26,649	564,032	90	4,281	26,739	568,313
1909-10	331,616	7,046,751	19,422	910,612	351,038	7.957,363
1908-09	314,401	6,679,808	18,357	896,259	332,758	7,576,067

E. & O. E.,
Charlottetown, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Freight Statement.

Months.	1909-10.		1908-09.	
	Tons	Mileage.	Tons.	Mileage.
April	7,989	267,012	5,365	203,425
May	13,147	433,732	10,422	360,583
June	10,756	386,067	10,755	428,751
July	8,385	276,330	7,892	317,451
August	6,766	253,094	7,783	265,283
September	7,711	271,779	8,443	303,582
October	10,433	363,784	12,244	398,716
November	13,277	433,042	12,904	452,504
December	7,682	253,313	8,432	283,614
January	3,956	162,758	6,097	234,501
February	6,634	210,302	6,723	240,474
March	9,005	252,645	9,030	310,124
	105,741	3,573,858	106,090	3,799,008

E. & O. E., (Sgd.) W. T. HUGGAN,
Charlottetown, P.E.I. *Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

Descriptive Statement of Freight Transported—Twelve Months ended March 31, 1910.

Products of.	Commodity.	Tons.
Agriculture	Grain	12,918
	Flour	4,374
	Other mill products	1,468
	Hay	2,912
	Tobacco	166
	Cotton	43
	Fruit and vegetables	7,886
Animals	Live stock	3,562
	Dressed meats	2,307
	Other packing house products	2,676
	Poultry, game and fish	3,030
	Wool	48
	Hides and leather	421
Mines	Anthracite coal	313
	Bituminous coal	7,523
	Stone, sand, and other like articles	2,959
Forest	Lumber	13,358
Manufactures	Petroleum and other oils	811
	Sugar	907
	Naval stores	48
	Iron, pig and bloom	439
	Iron and steel rails	598
	Other castings and machinery	564
	Bar and sheet metal	145
	Cement, brick and lime	1,334
	Agricultural implements	711
	Wagons, carriages, tools, &c	287
	Wines, liquors and beers	288
	Household goods and furniture	481
Miscellaneous	Other commodities, not mentioned above	33,164
	Total weight	105,741

E. & O. E., (Sgd.) W. T. HUGGAN,

Charlottetown, P.E.I. *Accountant and Auditor.*

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., June 29, 1910.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1910:—

TO INCREASE ACCOMMODATION AT CHARLOTTETOWN.

A 20-stall brick and concrete engine-house was provided. The turn-table that was used in the old engine-house was temporarily installed in the new engine-house.

A new 55-foot steel turn-table was purchased; but on account of the closing of navigation it could not be transported to Charlottetown last fall. It will be delivered and erected in place at an early date.

The old engine-house was torn down.

A wood-shed was provided at the new engine-house.

A concrete and brick ash pit was built.

A coal shed was provided at the power-house.

A lumber and hardware storehouse was built.

Part of the old machine shop was torn down, and the remaining part converted into a brass and copper shop.

A shed for storing sand was built, and a sand drying apparatus installed.

A railway wharf and freight shed on it were completed.

A coal shed was built on the railway wharf.

A new 80-ton track scale was provided and placed opposite the new freight shed, on a concrete foundation.

Additional yard accommodation was provided by the removal of old and obsolete buildings, and laying 4,900 feet of new tracks.

The following new machinery was provided and installed on concrete foundations in the new shops:—

1 72-inch wheel lathe.
1 72-inch tire turning and boring mill.
1 48-inch x 12-foot iron planer.
1 300-ton wheel press.
1 24-inch engine lathe.
1 36-inch engine lathe.
1 18-inch engine lathe.
1 16-inch engine lathe.
1 16-inch slotting machine.
1 Brown & Sharpe milling machine.
1 Brown & Sharpe reamer and grinder.
2 centering machines.
1 Acme bolt tapper.
1 Acme 3-headed bolt cutter.
1 surface grinder.
1 emery stone sand.
1 hand press for driving boxes.
1 set punch and shears.
1 set 6-inch rolls.

1 set 12-inch boiler plate rolls.
1 tube rumbler.
1 tube welder and furnace.
1 1,200-lb. steam hammer.
1 Beaudry hammer.
1 Spring furnace.
1 strap furnace.
2 band saws.
1 rip saw.
1 cutting off saw with motor drive.
1 variety wood worker.
1 Daniel planer.
2 50 h.p. motors.
1 pipe bending machine.
1 small hollow chisel mortiser.
1 75 h.p. engine and generator.
2 feed pumps.
1 super heater.
3 250 h.p. Canada Foundry boilers.
Steam heating was installed in the paint, upholstering and copper shops.
The new shops were wired for electric lighting.

Branch Line, Harmony to Elmira.

A contract was let for the grading, masonry, &c., for a branch line from Harmony to Elmira, a distance of 9·9 miles. About 75 per cent of the clearing was completed. The concrete culverts were built and some grading done. The right of way was settled for with the exception of a few lots, which will be dealt with during fiscal year 1910-11.

Plans and specifications were prepared and tenders asked for the following buildings in connection with this branch line:—

Elmira.—Two-stall wooden engine house, booking station and platform, coal shed, freight shed and platform.

Baltic Road.—Way station and platform.

Harmony.—Way station and platform.

New Harmony Road.—Shelter and platform.

Munn's Road.—Shelter and platform.

To be located.—Two tool houses.

Montague Branch.

An award of the Exchequer Court of $36.15 was paid by the Department of Railways and Canals for land taken for the right of way. There was no capital appropriation provided for this, but being an Exchequer Court award, the amount is chargeable against any moneys voted by parliament.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) Wm. B. MACKENZIE,
Chief Engineer.

D. Pottinger, Esq., I.S.O.,
Asst. Chairman, Govt. Rys. Managing Board,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

Office of the Mechanical Superintendent,
Charlottetown, P.E.I., April 15, 1910.

Sir,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31, 1910.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Ten locomotives received heavy repairs. Seven received new side and main rod brasses, all the motion and running gear thoroughly repaired, stay-bolts in boilers thoroughly examined, and six hundred new stay-bolts put in boilers.

Ten locomotives received specific repairs.

Four locomotives received new pistons and piston rods. Four new engine pilots and four new cross-heads were made, and twenty-eight lined with tin and planed, two new whistles, two new pop valves, four new boiler checks, four hundred and eleven sets metallic packing, four new sets valve stems, six new driving boxes, twelve sets engine truck boxes, six sets dead eyes for side rods, twenty sets new rod brasses, two piston rod cups, eight piston rod slushers, twenty-eight driving box brasses, one grease press for pressing grease for driving boxes, twenty-eight grease cups, twenty-seven cylinder cocks, four air cocks, one relief valve, twelve locomotive smokestacks, thirty smokejacks for round houses on road, and twelve driving springs were made.

Four pop valves, six tender tanks, two hundred and sixty-three driving springs and fourteen cabs were repaired, and four were largely rebuilt. Two engine frames were broken and repaired. Twelve sets valve stems, thirty-one sets driving wheels, twenty sets engine truck wheels, one hundred and sixty-three pairs of steel tired wheels, and one hundred and twelve new axles were turned. Two hundred and twenty-nine wheels were bored out and pressed on axles, eight hundred tubes pieced and put in locomotives and five hundred and fifteen truck straps bored. Eighty-eight thousand two hundred and six pounds of iron, and 2,553 pounds of steel were forged; 5,139 pounds of nuts were tapped, and a great deal of running repairs done.

CAR DEPARTMENT.

One first-class car was rebuilt and ten flat cars were rebuilt and charged to renewals.

The following received heavy repairs:—

Ten first-class cars and one was upholstered, two second-class cars, three second-class and baggage, one second-class and smoking, three postal and baggage, five postal and smoking, five baggage, one coach, sixty-eight box cars, one coal car, five hand cars, one sheep car, eight snow ploughs and six flangers.

The following received light repairs:—

Fourteen first-class cars, fourteen second-class cars, two second-class and baggage, two baggage, one official car, twenty-four box cars, one postal and smoking, five old cars, one van, eight flat cars, four stock cars and eight snow ploughs.

Four cars were seated for excursions, two first-class cars and six box cars had cotton duck roofs put on, and five box cars had new trucks. Two hundred and eight sets car oil boxes were fitted up.

BRASS FOUNDRY.

The following was the output of this foundry:—

Thirteen thousand, one hundred and forty-eight pounds of brass castings, ninety-six pounds of bronze castings and eighteen pounds of solder for Charlottetown station.

COPPER SHOP.

Twenty-seven headlights, one headlight case, two discharge pipes, three oil pipes, one sand pipe, one elevator and feed pipe, two slides for reversing levers, two sprinklers, one elevator pipe, and lagging were repaired.

Thirteen wire joints for steam chests, three piston rods, one valve stem rod, five wire joints for valve stem and piston packing, two perforated hard grease strainers, two water glass protections, and one overflow pipe were made.

Three truck brasses, one rod brass, seven driving boxes, six truck boxes and four crossheads were babbitted. Four crossheads and one main rod brass were tinned. We have also done numerous repairs to feed pipes too numerous to mention.

PAINT SHOP.

Ten locomotives were painted, one varnished, and five cleaned and touched up.

Four first-class cars were painted, and six cleaned and varnished; six second-class cars were painted; and five cleaned and varnished; five baggage and postal cars were painted and eight cleaned and varnished, and one had roof painted. Seventy-two box cars, one hundred and twenty-eight box car roofs, eleven flat cars, two snow ploughs, three flangers, seven hand cars, and ten car roofs were painted. One hundred and twenty-two box cars were lettered, and fifty had capacity changed. Ten freight trucks, and thirty switch targets were painted, forty-eight sashes were painted and glazed, fourteen sign boards lettered, and two desks filled and varnished.

A great deal of work has been done by our shop painters for the road department on stations, agents' dwellings, switch frames, &c.

ROAD AND TRAFFIC DEPARTMENT.

Sixteen loading platforms, eighteen freight trucks, six cattle stages, two hand cars, twenty-three sectionmen's hand cars, two ash cars, one grindstone stand, twenty-four switch targets, twelve signal targets, forty-two sign boards, three boards to fasten outside lamps to, seven wheelbarrows, three chairs, four step boxes, ten coal boxes, one tool box, four ice boxes, five boxes for freight house, four letter boxes for offices, eight outside sashes, five door sills, six camp stools, one office stool, four ladders, one stand and box for grease compressor, two screens, one cash drawer, two desks, four work benches, one cupboard, seven water closets, one case, one desk and two boxes for time clock, one ash table for rest room, one pulley, one rail bender, twenty-two sets connecting rods, twelve sets headers, fifty-six knees for bridges on road, one hundred and twelve clasps for bridge, four lorries, two track jacks, eleven sets switch gear complete, twenty-six sets switch rods, four sets switch rods and headers, and two switches were made.

Three hand cars were repaired, and three rebuilt; eight freight trucks, one baggage truck, one trunk truck, nine coal boxes, eight track jacks, five frogs, and ten switch rods were repaired.

Twenty-four squares of shingling were laid, and one shop and one coal house fitted up. Four hand-car cranks made and fitted on lorries.

We were put to a great inconvenience on account of the round-house being torn down, but it is now replaced by a new and up to date twenty stall round-house which gives us all the facilities we require. Our rolling stock has been kept in a high state of efficiency; and we have all the machinery installed in our shops, which, I consider, are modern and up to date in every respect.

I have the honour to be, sir,
Your obedient servant,
W. L. POOLE,
Mechanical Superintendent.

G. A. Sharp, Esq.,
Superintendent, P.E.I. Railway.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars and other Rolling Stock on March 31, 1910.

—	Locomotives.	Classification of Cars.														Snow Ploughs.	Flangers.	Total.
		1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.			
On hand, serviceable, March 31, 1909	31	23	12	5	4	3	4	1	3	313	3	21	22	138	552	9	9	18
Condemned, April 1, 1909.	....	....	....	2	..	1	2	....	1	....	....	....	....	9	15	1	....	1
Total equipment, April 1, 1909	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19
Condemned, April 1, 1909	....	....	....	2	....	1	2	....	1	....	....	....	....	9	15	1	....	1
Condemned during the year	....	1	3	....	....	....	....	....	....	....	....	....	....	2	6	....	....	....
Total condemned	....	1	3	2	....	1	2	....	1	....	....	....	....	11	21	1	....	1
Less rebuilt during the year	....	1	....	....	....	....	....	....	....	....	....	....	....	10	11	....	....	....
To be rebuilt	....	....	3	2	....	1	2	....	1	....	....	....	....	1	10	1	....	1
Add serviceable and repairing	31	23	9	5	4	3	4	1	3	313	3	21	22	146	557	9	9	18
Total equipment, March 31, 1910	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19

Signed, S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Mileage and Coal, Oil and Waste Consumed by Locomotives for the year ended March 31, 1910.

—	Locomotive Mileage.	Consumption.				Average Consumption Per 100 Miles.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1909.									
April	34,032	840	444	1,024	534	5,558	1·34	3·01	1·57
May	40,866	1,011	420	1,160	672	5,541	1·02	2·83	1·64
June	40,411	942	476	1,192	656	5,221	1·17	2·95	1·62
July	46,366	1,099	620	1,420	642	5,309	1·34	3·06	1·38
August	42,173	995	564	1,260	637	5,285	1·33	2·99	1·51
September	41,353	1,068	500	1,112	642	5,785	1·21	2·69	1·55
October	37,554	1,005	444	932	576	5,994	1·18	2·48	1·53
November	40,977	1,177	508	940	620	6,434	1·24	2·29	1·51
December	39,403	1,144	600	1,136	663	6,503	1·52	2·88	1·68
1910.									
January	36,559	987	580	1,224	631	6,047	1·58	3·34	1·72
February	30,533	856	400	848	522	6,279	1·31	2·77	1·71
March	31,960	853	278	740	502	5,978	0·87	2·31	1·57
Totals	462,187	11,977	5,834	12,988	7,297	5,804	1·26	2·81	1·58

Signed, S. F. HODGSON,

Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

DETAILS of Accidents for the Period ending March 31, 1910.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injury.
1909.				
April 7	Charles Bradley, Grand View, section foreman	Grand View	Slipped into cattle guard	Sprained ankle.
" 19	William Hetheridge, Charlottetown, section labourer	Charlottetown	Slipped while lining track	Back sprained.
" 24	James Mullins, Charlottetown, labourer	"	Unloading car wheels	Sprained ankle.
May 4	Hector McLeod, Charlottetown, fitter's helper	"	Struck by bar iron	Toe bruised.
" 6	Bert Newsome, Charlottetown, machinist	"	Casting fell on foot	"
" 17	Alphens Arsenault, Summerside, coal handler	Summerside	Coal tub fell on foot	Foot bruised.
" 21	James H. Partridge, Mt. Stewart, section foreman	Mt. Stewart	Struck with lever of track jack	Rib fractured.
June 17	Jas. Herrell, Charlottetown, improver	Charlottetown	Foot caught between engine and turntable	Foot injured.
" 26	John O'Neill, Charlottetown, labourer	"	Lump of coal fell on leg	Leg injured.
July 7	Hector McDonald, Charlottetown, carpenter	"	Board fell on head	Head injured.
" 30	David Garnhum, Charlottetown, labourer	"	Slipped and hurt knee	Knee injured.
Aug. 1	Martin Mahar, Charlottetown, blacksmith's helper	"	Made a miss blow while striking	Dislocated kidney.
" 5	John Currie, blacksmith, Charlottetown	"	Moving wheel	Hand sprained.
" 12	John Harrell, Charlottetown, labourer	"	Moving heavy casting	Sprained muscles of side.
" 19	Peter Flynn, Charlottetown, car cleaner	"	Slipped off car steps	Ribs fractured.
" 21	H. J. Love, Charlottetown, locomotive driver	Montague	Replacing engine on track	Arm injured.
" 25	James Revell, Charlottetown, locomotive fireman	Summerside	Fixing brake shoes	Hand cut.
Sept. 6	Harry Nelson, Charlottetown, labourer	Milton	Rail fell on leg	Leg fractured.
" 22	Joseph O'Reilly, Charlottetown, brakeman	Murray Harbour	Stumbled over hand car	Rib fractured.
Oct. 14	Jas. J. Graham, Bradalbane, carpenter	O'Leary	Struck with plank	Testicle injured.
Nov. 1	Urbain M. Gaudet, Tignish, section foreman	Tignish	Unloading rails	Sprained back.
" 1	John Howatt, Cape Traverse, section labourer	Kinkora	Loading rails	Thumbs crushed.
" 11	John McPherson, Charlottetown, fitter	Charlottetown	Wedge fell on foot	Foot injured.
" 23	Charles Bradley, Cardigan, section labourer	Cardigan	Lifting hand car	Hip strained.
" 27	Samuel E. Graham, O'Leary, section labourer	O'Leary	Laying rails	Finger broken.
Dec. 24	Joseph O'Reilly, Charlottetown, brakeman	Uigg	Slipped while closing car door	Sprained foot.
" 30	Frank Gillis, Cape Traverse, cleaner	Cape Traverse	Slipped off steps of engine	Legs injured.
1910.				
Jan. 6	Fenton Higgins, Charlottetown, fireman	Charlottetown	Shaker bar of engine slipped and cut thumb	Thumb cut.
" 29	William Gillis, Summerside, section foreman	Summerside	Fell while repairing semaphore	Sprained ankle.
Feb. 4	Owen McQuaid, Charlottetown, fireman	Charlottetown	Finger hurt in stoker	Finger injured.
" 14	James Keough, Charlottetown, apprentice	"	At work in shop	Sprained neck.

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during period ended March 31, 1910.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Fell from cars or engine	....	....	....	2	....	....	....	2
2. Jumping on or off trains while in motion	....	....	....	....	....	....	....	....
3. At work on or near the track making up trains	....	....	....	....	....	....	....	....
4. Putting arms or heads out windows	....	....	....	....	....	....	....	....
5. Coupling cars	....	....	....	....	....	....	....	....
6. Collisions, or by trains thrown from track	....	....	....	....	....	....	....	....
7. Struck by engines or cars on highway crossings	....	....	....	....	....	....	....	....
8. Walking, standing, lying, sitting, or being on track	....	....	....	8	....	....	....	8
9. Explosions	....	....	....	....	....	....	....	....
10. Striking bridges	....	....	....	....	....	....	....	....
11. Other causes	....	....	....	21	....	....	....	21
Total	....	....	....	31	....	....	....	31

CHARLOTTETOWN, P.E.I.,
May 31, 1910.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

THIRD ANNUAL REPORT.

MONCTON, N.B., May 21, 1910.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals, Ottawa.

By instructions of the Provident Fund Board, we beg to submit for your information, the following report of the operations of the Provident Fund, for the fiscal year ended March 31, 1910.

The personnel of the Provident Fund Board for that year, was as follows:—

D. POTTINGER, Assistant Chairman, Government Railways Managing Board, Chairman, Moncton.

W. A. DUBÉ, Superintendent, I.C.R., Levis. T. C. BURPEE, Engineer of Maintenance, I.C.R., Moncton.	Appointed by the Minister.
JAMES W. NAIRN, Engineman, I.C.R., Truro. W. MILLEDGE THOMPSON, Conductor, I.C.R., Moncton.	Elected by the Employees.

Four regular meetings, and one special meeting were held by the board during the year.

The following is a statement of the receipts and expenditures during the year ended March 31, 1910:—

Balance at the credit of the fund on March 31, 1909.. ..		$225,898 31
The contributions made by employees during the year were.	$ 69,949 70	
The contributions made by the railways during the same period were..	69,949 70	
Amount received for refunds, &c..	483 06	
Interest on monthly balances..	6,314 32	
		*146,696 78
		$372,595 09

*Note.—Amount credited by railways to the Provident Fund during the year.. ..	$134,785 55
Amount accrued in March, 1910, but not credited until May, 1910..	11,911 23
	$146,696 78

The expenditures were:—

For retiring allowances..	$103,628 20	
Contributions refunded in the cases of deceased employees.	300 65	
Contributions refunded, which were deducted in error....	5,120 22	
Contributions refunded to discharged employees	123 75	
Medical examinations—		
Probationers entering service..	1,662 00	
Employees retiring from service..	67 00	
Election expenses..	462 56	
Salaries and travelling expenses, secretary's office..	4,474 20	
Board members..	77 99	
Stationery, printing, &c..	1,093 44	
		117,010 01
		$255,585 08

The following statement will show the amount which was contributed by the railways, and the amount which was contributed by the employees, to the Provident Fund, in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for retiring allowances, in each year. The average amount of the retiring allowance paid in the month of March, 1910, is also shown:—

For Fiscal Year.	Amount Contributed by Railways.	Amount Contributed by Employees.	No. of Employees placed on Fund.	No. of Retired Employees Died.	Amount Paid for Retiring Allowances.	Average Allowance Paid in March, 1910.
	$ cts.	$ cts.			$ cts.	$ cts.
1907-08..........	82,707 74	82,707 74	142	11	23,913 04	
1908-09..............	75,306 41	75,306 41	88	17	64,067 63	
1909-10................	69,949 70	69,949 70	168	17	103,628 20	26 30

It will be seen that the amount paid for retiring allowances during this year, is very much larger than the amount which was paid last year on the same account. A reference to last year's report will show that this increase was expected.

The Act provides that two members of the Provident Fund Board, shall be elected annually, and it was therefore necessary in January, 1910, to arrange for the election of these two members, to serve during the year ending March 31, 1911.

Notices calling for the nomination of candidates, was accordingly posted, as required by the rule, and the election was held in February, 1910.

The two members elected were:—

W. Milledge Thompson, Conductor, I.C.R., Moncton.
Willard P. Hutchinson, Train Despatcher, I.C.R., Truro.

The personnel of the board as at present constituted, is as follows:—

D. Pottinger, Assistant Chairman, Government Railways Managing Board, Chairman, Moncton.

W. A. Dubé, Superintendent, I.C.R., Lévis.	Appointed by the Minister.
T. C. Burpee, Engineer of Maintenance, I.C.R., Moncton.	
W. Milledge Thompson, Conductor, I.C.R., Moncton.	Elected by the employees.
Williard P. Hutchinson, Train Despatcher, I.C.R., Truro.	

D. POTTINGER,
Assistant Chairman,
Government Railways Managing Board, Chairman.

W. C. PAYER,
Secretary.

PART IV

REPORT OF THE GOVERNMENT CHIEF ENGINEER OF THE WESTERN DIVISION OF THE NATIONAL TRANSCONTINENTAL RAILWAY

MR. COLLINGWOOD SCHREIBER, C.M.G.

Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.

OTTAWA, Canada, May 2, 1910.

The Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals,
Ottawa, Ontario.

SIR,—I have the honour to submit my annual report on the condition of the western division of the National Transcontinental Railway for the fiscal year ended March 31, 1910, covering also the period between that and the present date.

The total length of this division is about 1,751 miles, divided into two sections, viz.:—The 'Prairie Section' which extends from the west bank of the Assiniboine river, in the city of Winnipeg, to the east bank of Wolf creek, a distance of 915 miles, and the 'Mountain Section,' extending from the east bank of Wolf creek to the western end of the city of Prince Rupert, the Pacific coast terminus, a distance of about 836 miles.

PRAIRIE SECTION.

The entire section is graded and the structures are built. The main line track is laid and sidings have been constructed at 138 stations, aggregating 140½ miles in length.

Four hundred and seventy-four miles of main line are fully ballasted; 350 miles have a first lift of ballast of about five inches in depth, and there remain 35 miles of skeleton track between Entwhistle and Wolf creek. The embankments on this 35 miles are largely composed of muskeg, so soft that the track had to be laid on the winter season when the ground was frozen solid. The work of covering these soft muskeg embankments with several feet of sand is now in progress; this will not only do good service in holding the embankments in shape when the frost is coming out of the ground, but also in preventing the muskeg from taking fire.

The fencing of the line is well advanced, there having been 732 miles of double fence erected.

A telegraph line has been built over the entire 'Prairie Section' of 915 miles, of which 793 miles is a four-wire line and 122 miles a two-wire line.

Eleven interlocking plants have been established at rail level crossing of other railways.

Water services have been introduced at 49 stations. Some of these have, however, proved unsatisfactory, both as regards the quality and quantity of water, and will probably have to be abandoned and other means of procuring water resorted to.

Six round houses have been built, viz.:—At Rivers, 18 stalls; Melville, 12 stalls; Watrous, 12 stalls; Biggar, 12 stalls; Wainwright, 12 stalls; Edmonton, 18 stalls; and two small engine houses have also been erected—one of two stalls at Portage la Prairie and one of two stalls at South Saskaton.

Machine shops have been built at Rivers, Melville and Edmonton, three divisional stations.

The round house at Rivers was damaged by fire on the 8th of December, 1909, and the blacksmith shop at the same place was destroyed by fire on the 14th November, 1909.

Five divisional station houses, 26 way station houses, 54 section houses, 66 tool houses, 79 bunk houses, 5 coaling plants, 80 permanent and 22 temporary loading platforms, 18 stock yards and 115 grain elevators have been erected.

The grain elevators were built at the stations along the line by private enterprise.

The station house at Rivers was damaged by fire on December 8, 1909, and the way station houses at Uno and Bradwell were destroyed by fire on August 16, 1909, and February 14, 1910, respectively.

The portion of the road between Winnipeg and Edmonton—795 miles—has been regularly operated for public traffic since September 13, 1909, under authority of the Board of Railway Commissioners. On the 120 miles west of Edmonton, though there is no regular operation, there has been attached to the construction trains since February 1, 1910, a combination passenger and freight car for the convenience of those concerned; this course being adopted in view of representation made in the matter in order to meet the demands for this accommodation pending the completion of the section. The main object of running the trains over this 120 miles was to carry to the front the large quantities of plant and supplies required for distribution along the works on the 'Mountain Section,' preparatory to commencing construction operations upon the opening of the working season, and the object has been satisfactorily attained.

MOUNTAIN SECTION.

Location plans and profiles have been approved by the government and the Board of Railway Commissioners from Wolf creek westward for a distance of 289 miles, and from Prince Rupert easterly for 409 miles, leaving a gap of 138 miles, the location plans and profiles of which have not yet been submitted by the Grand Trunk Pacific Railway Company for approval.

Of the 289 miles from Wolf creek westerly, only 179 miles have, as yet, been put under contract, for this Messrs. Foley, Welch and Stewart are the contractors.

As the contracts were only awarded late last autumn very little work has been done beyond the first mile west of Wolf creek. The work on this mile is very heavy, there being two large steel bridges to be erected and a cutting of over 130,000 cubic yards to be taken out. The first structure will be 622 feet in length and 130 feet high, crossing Wolf creek. The second structure is to span the McLeod river; it will be 1,052 feet long and 125 feet high. The concrete piers, pedestals and abutments of these two bridges are completed in readiness to receive the superstructure. The large cutting containing over 130,000 cubic yards, lying between these two bridges is sufficiently advanced towards completion to admit of the track being laid through it. The false work over the Wolf creek is completed, and tracklaying will at once be carried forward to the McLeod river in order that the steel superstructure of this bridge may be transported by train.

The work of excavation in the 'big cutting' between Wolf creek and the McLeod river is being treated by me at the contract prices per cubic yard according to classification.

The erection of the superstructure of these two bridges will be carried on simultaneously, so as to have them completed at the earliest possible date in order that the tracklaying may be proceeded with during the ensuing summer season, so that the cost of transportation of supplies and plant for the sections of road not yet under contract may be greatly reduced, thus affecting favourably the tenders for the work.

The word executed westward from the McLeod river is inconsiderable, being chiefly composed of about 1,640 acres of clearing, the moving of about 240,000 cubic yards of excavation, the delivery and driving of piles for a number of pile bridges, as well as the delivery of a quantity of timber for same. However, the line is well provided with the requisites in the form of supplies and plant for energetic prosecution of the work, and I learn that the force is already being considerably increased, so that by the time the frost is out of the ground, which will probably be about the middle of May, it is expected a large body of labourers will be employed.

During the winter season over 3,600 car loads of plant and supplies reached Wolf creek, and were at once forwarded and distributed by teams along the line of work.

Of the 409 miles from Prince Rupert easterly, the location of which is approved, 240 miles only are under contract. Messrs. Foley, Welch and Stewart are the contractors.

Of the first 100 miles out of Prince Rupert easterly the grading and culvert structures are far advanced towards completion, and a few pile bridges have been built, leaving a number yet to be constructed. Of the six steel bridges to be built, beyond the delivery at Prince Rupert of one cargo of steelwork and the manufacture of the balance of the steel superstructures, which I understand are ready for shipment to Prince Rupert, very little has been done. The only steel bridge concrete substructure that has so far been commenced is that of the bridge over the Zanardi rapids, of which the two abutments and one pier are nearly completed for it and the building of the caissons for the remaining four piers is well advanced. However, the delay in the building of these permanent structures will not prevent the tracklaying being proceeded with. So soon as the steel superstructure of this Zanardi rapids bridge is erected, the temporary pile structures to be used as false work for the erection of the remaining steel superstructures being constructed of sufficient strength to carry the tracklaying trains will be finished.

About seven miles of track have been laid easterly from Prince Rupert, and sufficient rails and fastenings have been delivered to cover 200 miles, together with enough ties for 100 miles.

A wharf has been built at Prince Rupert and is in general use.

On the 140 miles east of the first 100 miles very little work has been accomplished during the past winter season. A few rock cuts have been opened and a tunnel is being driven; nothing much can, however, be done until the opening of navigation on the Skeena river, when, no doubt, the supplies and plant now lying at Prince Rupert will be rapidly brought up in the contractors' steamers.

The Skeena river, it appears, was last year frozen over a month earlier than in former seasons, thus preventing the contractors from supplying the works for this 140 miles with the necessary outfit.

No station or other buildings have up to the present date been erected on this 240 miles, excepting the warehouse on the wharf at Prince Rupert.

It is a matter of much gratification to bear testimony to the faithful and satisfactory manner in which the several government inspecting engineers have discharged their duties, and to find that the division engineers of the Grand Trunk Pacific Railway Company have always given a ready ear and fair consideration to any complaints or suggestions they may have made, either as to the location of the line or as to the works of construction. I may say that the chief engineer of the company has frequently expressed to me his view that as the inspecting engineers have such great opportunities of observation in their personal examination of the works, it would be an assistance to his staff to have their attention so drawn to any matter which appeared to need consideration.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) COLLINGWOOD SCHREIBER,
Chief Engineer of the Western Division of the National Transcontinental Railway.

PART V

PROGRESS REPORT

ON

HUDSON BAY RAILWAY SURVEYS

BY

MR. JOHN ARMSTRONG
Chief Engineer of Survey

October 30, 1909.

Hon. George P. Graham,
Minister of Railways and Canals,
Ottawa, Ont.

Sir,—I have the honour to report upon the Hudson Bay Railway project, as follows:—

Mr. John Armstrong, B.A., B.A.Sc., M. Can. Soc. C.E., was appointed Chief Engineer in the fall of 1908. He promptly organized four parties and carried on his work in a most satisfactory manner, and to him and his assistants credit is due for an efficient piece of work. Lines were run to Fort Churchill and Port Nelson from The Pas Mission, and contours were taken closely enough to enable a projected location to be made that reasonably assures accurate quantities; and detailed surveys were made of the harbour of Fort Churchill and Port Nelson—and an important river crossing.

The basis of Mr. Armstrong's estimate is given in full detail. He has estimated for 60 pound rails; I have increased his estimate to provide for 80 pound rails and fastenings; and as he has not estimated for round houses, shops, buildings, elevators and yard facilities at terminals, or harbour works, I have accordingly estimated for these items.

I find considerable difficulty in deciding upon what basis to provide accommodation for a railway that, in the nature of things, cannot be operated to its capacity for more than two months in the year—to a lessened extent for a possible three months, and for the remainder of the year still less. I have, however, provided facilities on a scale that will admit of the maximum capacity for a single track; passing tracks and telegraph stations every five miles, water stations every fifteen miles, and round house and shop accommodation sufficient to care for thirty-two (32) freight trains and one (1) express train per day of twenty-four (24) hours.

Mr. Armstrong has discussed the merits of the harbours at Churchill and Nelson; and as he has furnished plans with soundings, I have plotted the piers and terminals required.

From the information, there is no room for doubt that Nelson is much the better harbour. The line is also shorter by 67 miles, the country through which it runs is better, and the possibility of local business altogether with the Nelson route. There is also a probability that a fair proportion of the route is available for settlement; whereas on the Churchill route, there is no such probability beyond Split lake, where the lines separate.

It is of the utmost importance that a hydrographic survey should be made of the Hudson strait and bay, so that the position and cost of the necessary lighthouses may be ascertained. This work properly belongs to the Marine Department, and is important enough to demand the personal attention of its most capable officer; and while in progress, complete observations should be taken by reliable men stationed at Cape Chidley and Resolution island, at the mouth of Hudson strait, at Salisbury island near the junction of the Fox channel, and at Mansfield island, as well as at the mouth of the Nelson itself. The course from Mansfield island to Nelson requires to be accurately chartered, and the exact positions of the lighthouses necessary at the mouth of the channel should be fixed. It would be well to also secure information as to the harbours on the Labrador coast, and the special feature of Davis strait. A good sea-going boat is required at Nelson for a year or two, to study the bay itself, its tides, currents, &c. Particular study should be made of the mouth of Ungava bay; and also. as to all harbours of refuge along the route and the best way to approach them, where safe anchorage may be had, &c. A lighthouse will be required at tho most southerly end of Greenland.

The route will pass to the north of Ireland, and the distance from Liverpool to Port Nelson as measured on a mercator projection map, is 3,200 miles—against 3,007 from Montreal to Liverpool.

The crux of the matter is—what business can be handled by such a railway, and of what value it is likely to be to the country tributary to it? The general map of the Northwest, which accompanies the report, shows, by concentric circles, the areas tributary to Pas Mission (the starting point of our line) and Winnipeg. For all practical purposes the city of Winnipeg is as close to Fort William as The Pas is to Hudson bay at Port Nelson, hence they may be compared as radiating points.

A line drawn from Dauphin, Man., in a southwesterly direction passing through Weyburn, Sas., separates the tributary territory. Practically the whole of the province of Manitoba, and about 11,000 square miles of the southeasterly corner of Saskatchewan, is tributary to Winnipeg; the whole of the remaining area of Saskatchewan and Alberta belonging to The Pas. This immense district is equal in area to the states of North and South Dakota, Minnesota, Wisconsin, Nebraska and Iowa, where there is a population of about 10,000,000, and a railway mileage of about 50,000. I think that, square mile to square mile, the fertility of the northwest is at least equal to the states named.

Assuming that the line is to be worked for all that is possible to be done. The grades are 0·4 or 21 feet to the mile. All trains are fully loaded and composed of 40 ton pay load cars; and locomotives of the Mallet articulated compound type are to be used with a hauling power of at least 4,000 tons of pay load. Thirty-two (32) trains per day is about the capacity of a single track—better than this has been done, but it is enough.

Sixteen (16) trains loaded=64,000 tons per day—making allowance for accidents and delays—say for 30 working days we get 1,930,000 tons, or 64,000,000 bushels of wheat.

I assume that ships can be secured wherever there is sufficient business offered. It is apparent that at least nine per day would need to be loaded, or say 135 to 140, to do the business—allowing 2 trips to each ship. Any additional business taken to the bay would have to be stored until the following August—nine months.

Other sources of traffic possible to the line are: the exportation of cattle; the usual package freight to and from Europe; and the possibility of developing a reasonably large import coal trade. I believe it is practicable to lay down coal at Port Nelson from Nova Scotia at a cost not exceeding $3.75 per ton. The rail haul say to Saskatoon—as an average point of distribution—need not exceed $4 per ton, making the cost of the coal $7.75. At present, I believe, it costs quite $9 in the same territory.

Equipment for thirty-two (32) trains per day of the character outlined will cost about $9,000,000; and means the providing of 108 train crews, 150 telegraph operators, 54 gangs of section men, shopmen, round house men, superintendents, train and yard masters—the greater number of whom are not likely to be required once the rush of the season is over. It appears, therefore, to be a difficult proposition for independent operation, and would seem to require to be worked by one of the large corporations, so that the men and rolling stock could be utilized the whole year. There is in Canada only one locomotive of the type described, and by using the largest freight engines now operated on western roads the train load would be reduced one-half—and the capacity of the road in like measure.

It is apparent, however, that under any circumstances grain may be placed at the Hudson bay on board ship as cheaply as at Fort William, hence the saving possible is 5 cents per bushel, assuming that insurance and freight rates are equal at Montreal and Port Nelson. Captain Bernier is of the opinon that it is unsafe to be caught in the vicinity of the Fox channel with a steamship of ordinary construction any later than October 15.

Mr. Armstrong's report will be found attached hereto.

I have the honour to be, sir,
Yours faithfully,
M. J. BUTLER,
Deputy Minister and Chief Engineer.

Mr M. J. Butler,
Deputy Minister and Chief Engineer,
Department of Railways and Canals,
Ottawa.

Dear Sir,—I herewith beg to submit a general report on the results of the preliminary surveys in connection with the proposed railway to Hudson bay, and undertaken in accordance with your letter of instructions, dated July 10, 1908.

ORGANIZATION.

Four parties were organized and started to work at various points between The Pas and Fort Churchill, dividing the territory to be covered into sections of approximately 120 miles each. Another small party, No. 5, was organized for the purpose of exploratory work whereby much general information was obtained, and the running of much unnecessary lines by the regular parties avoided.

During the progress of the work more information about the Nelson river was obtained, and seemed to justify an examination of that route, as well as the route to Churchill. On the completion of their exploratory work, Party No. 5 was re-organized and allotted to this work, and to a preliminary survey of the harbour at the mouth of the Nelson river. In order that no hitch might occur in the transportation and supply arrangements, Mr. E. H. Drury was established at Split lake as divisional engineer, supervising the work of Parties 3, 4 and 5.

Parties 1 and 2 were despatched from Winnipeg on August 30, to The Pas, going by rail to Prince Albert and thence by Hudson Bay Company's steamers down the Saskatchewan river to their destination. Party No. 1 commenced work on September 14, about 40 miles north of The Pas. Party No. 2, owing to the long and difficult route adopted, did not arrive on their work until November 7, the last of the five parties to commence work. Since then we have discovered a much easier and quicker route to the work, and could do the same work now in less than half the time and for half the expense.

Parties 3, 4 and 5 left Winnipeg on September 19, going by way of Lake Winnipeg and the Nelson river to their destination. Party No. 5 commenced work on October 5, No. 3 on October 24, and No. 4 on October 29.

Parties 1 and 2 completed their work and were disbanded on March 11 and 24, respectively. Party No. 3 and the Split Lake Division office was disbanded on April 6.

Parties No. 4 and 5 completed their work on the railway lines about April 1, and were thereafter engaged on the harbour surveys, No. 5 completing their work and disbanding on July 6, and No. 4 on August 13.

The health of the parties throughout the work was uniformly good; not a single serious accident or case of sickness being recorded on all the work.

COST.

The total cost of the work, including all returns to date of September 30, with outstanding accounts yet to be settled, totals $130,716.09. A few of the outstanding accounts are in process of adjustment, but the final result will not differ materially from this total.

Since commencing location, supplies and equipment to the extent of $5,952.34 have been taken over for location work, leaving $124,763.75 to charge against preliminary work, and distributed as follows: Survey of railway routes, $101,123.75; survey of harbours, $23,640. This cost is largely due to the extra expense of transportation through such a country, a considerable portion being due to the fact that the work on the Nelson route was not taken up until well on in February, thus obliging us to pay winter rates for the transport of provisions along this route. The experience of the Canadian Northern and Grand Trunk Pacific seems to indicate that it usually costs from $300 to $500 per mile to secure a final location in such country as this. During the progress of our work much information has been gained relative to transportation routes, which will enable us to greatly reduce the cost of supplies in future, and although the preliminary work has seemed costly I do not expect that the cost of the final location will be greater than that usually obtained in such countries.

During the time when all parties were at work there was an average of about 110 on the pay-rolls.

METHODS USED.

The surveys were made in the usual way with transit level and chain. Contour topography was taken over the greater portion of the line, as well as all lakes, swamps and other points of interest in the vicinty of the line. In order to illustrate more fully the class of information obtained by the engineers in the field a plan and profile of a representative portion of the line are being forwarded to you. This will probably show more clearly than any description could do, the character of the information upon which the estimate of the cost of construction has been based. This plan is exactly as turned in by the engineer in the field.

In making up the estimate different methods of dealing with stream crossings were frequently adopted, this plan only being intended to illustrate the information obtained.

NATURAL RESOURCES.

The timber along the proposed route to Churchill has been described in the preliminary report of February 15, 1909. The work on the Nelson route since then has, however, developed the probability that the timber which may be available by the opening of that route is of much greater value than usually supposed. The whole country is full of lakes and streams, and different parties passing through by different routes have found most of the lakes and streams bordered by areas of timber of commercial value. These areas vary in size from a few acres to some as large as forty or fifty square miles, and in the aggregate totaling several thousand square miles. We have no means of making an approximate estimate of the quantities, as large areas though tributary to the railway route lie far to one side or other of any probable location of the line, and consequently were not visited by the engineers. However, the information obtained is of such a nature as to warrant the recommendation that a thorough examination be made of the timber resources of this territory by competent timber cruisers.

AGRICULTURAL LANDS AND MINERALS.

No further information can be added to that already given in the report of February 15. It will be remembered that the greater portion of this work was completed during the winter months when the ground was frozen and covered with snow, rendering it impossible to obtain much information on these subjects.

It may be remarked here, however, that although these lands may require more or less improvement in the way of clearing and drainage, the fact that they are situated within a few hours' run of an ocean port may give to these lands a value not hitherto thought of, and may cause a more rapid settlement than expected. At the inland Hudson bay posts all kinds of grain and vegetables have been grown successfully for years. A study of the records of the Meteorological Office indicates that the climate is quite favourable for farming operations as that of Prince Albert. Our own records extending only from November to March simply corroborate the general impression that it is very cold during the winter months, but furnish no information as to the conditions during the summer, or growing season.

Our definite knowledge of minerals is limited to limestone and marble. The limestone occurs in the southern portion of the line a short distance from The Pas, in unlimited quantities favourable for quarrying, and will probably prove the future source of supply for the greater part of the province of Saskatchewan and Manitoba.

Marble of a very high grade occurs on Marble island in Hudson bay, and is also found of a fair quality at Fort Churchill.

Iron ores, gold, silver, galena, mica and other minerals have been discovered by the Geological Survey at various localities on the bay, all of which are fully described in the reports of that department.

Various specimens of the precious metals have been shown to our engineers, but their origin was preserved in so much mystery that they could not be treated as evidence of the existence of the metal in that territory and might have been used with equal effect to demonstrate the richness of a deposit in Colorado or Johannesburg.

FISH.

All the evidence obtainable points to the existence of various varieties of fish of good quality in Hudson bay in large quantities. This should be of great value to the west, as fresh fish can be laid down in twenty-four hours at all the main centres in Manitoba and Saskatchewan. This will largely be an express traffic, and according to recent investigations of the Railway Commission this seems to be a remunerative business, and should prove a source of great profit to the Hudson Bay railway.

STREAMS AND WATERWAYS.

The principal waterways of the country traversed by the surveys were described in the report of February 15. Since then a general map has been prepared showing, in addition to the streams described, the extension of these waterways throughout the west, together with the railway system as it exists at present. The map shows the principal waterways which are susceptible of development for purposes of navigation, and shows the extent to which they may become feeders of the Hudson Bay railway. These waterways have all been recently navigated by vessels of considerable size. During the summer of 1908 the steamer *Alberta* made the trip from Edmonton to Winnipeg where she is now engaged in the excursion business. During the past summer a good sized steamer made a return trip on the South Saskatchewan between Medicine Hat and Saskatoon, and in the month of June a number of business men from Grand Forks, North Dakota, made a successful excursion trip from Grand Forks to Winnipeg and return via the Red river.

An approximate estimate of the discharge of the Nelson river gave results as follows:—No. 1, 156,869 cu. ft. per second; No. 2, 149,693 cu. ft. per second.

In the first measurement the velocity was obtained by means of floats, and in the second by means of a current meter borrowed from the Department of Public Works.

Below this, several large streams enter, and many small ones, so that the discharge at Port Nelson is probably not far from 200,000 cu. ft. per second. The discharge of the Churchill river has been roughly estimated as 40,000 cu. ft. per second at low water.

On the general map is also shown a proposed extension of the railway line southerly to connect with the existing railways.

One projection is shown along the Carrot river from The Pas to Saskatoon. At Saskatoon connection is made with lines leading to most of the principal centres of trade in the provinces of Saskatchewan and Alberta.

This line will also open up a very fertile country along the Carrot river and give an outlet for valuable timber areas along the northern slope of the Pasquia Hills. This lino will be through open prairie country and a first-class road can be built for $20,000 per mile.

Another suggested extension is from the southern terminus of the Canadian Northern Railway's Pas branch to Yorkton, giving communication with Regina and other centres in eastern Saskatchewan and western Manitoba. This line will also be prairie work and should not exceed $20,000 per mile for a good road.

THE CHURCHILL ROUTE.

The first section of approximately 120 miles is through a comparatively level or smooth country, affording easy grades and cheap construction. The territory is underlaid with limestone in horizontal or flat beds, rarely rising above the general level to any extent, and when it does so it is in a way as to be easily avoided by the railway line. Owing to this condition the rock cutting ou this section will be practically nil.

The balance of the grading on this section will largely be in clay loam material, probably 70 per cent, the remainder being of sand, gravel and swamp or muskeg. It may be remarked here that what is called muskeg in this country is not a true muskeg, but would be more properly defined as swamp. Good bottom is usually obtained at a depth of three or four feet, and very seldom exceeds 7 or 8 feet.

The stream crossings will be light, with the exception of the Saskatchewan river crossing. Frog river, the connection between Moose lake and Cormorant lake, is a navigable stream for small boats, and as we cross it very low down it will probably be necessary to provide a swing span of some kind. As a fifty or sixty foot opening will do, the sum required will not be large.

Since taking up the location work it has been found possible to practically eliminate the hump shown at mile 25 on the condensed profile, and with good prospects of materially improving the hump at mile 55.

Tho second section of 120 miles is through granite country, and although the same general characteristics are preserved the granite ridges are more abrupt, and will force us to take some rock cuttings, although fortunately most of them will be small. All the streams and lakes throughout these two sections possess more or less valuable timber of which the accompanying photograph is au illustration.

From the 240th mile to the 360th mile we have the roughest country encountered. and considerable exploratory and extra preliminary work has failed to find any better route than that adopted. In this territory is included the rise between the basin of tho Nelson river and that of the Churchill. The actual height of the summit between the two rivers is not very great, but both approaching and leaving this summit a heavily rolling or undulating country is encountered, and requires the development of a considerable length of line, and the introduction of much curvature to secure the grades adopted, at a reasonable cost. On the Nelson river side of this ridge a considerable amount of heavy work will be necessary, but on the Churchill slope although the yardage to be moved will be heavy it is not anticipated that much rock will be encountered.

The fourth section, extending from the 36th mile to Fort Churchill, will require the moving of only a light yardage, but the northern 70 miles being over the tundra, or barren lands, may prove to be a more expensive piece of work than the profile would indicate. Mr. W. J. Clifford made a trip through this section in the month of June for the purpose of examining it after the snow had disappeared. He does not anticipate any serious difficulty or danger in constructing this section, the chief drawback being from the fact that although the material is such as would usually be classified as common excavation, so much frost will be encountered that probably a considerably greater price will have to be paid for its handling than for common excavation.

The timber over sections 3 and 4 is not of very much value. A few ties and some timber for temporary work may be obtained, but only in small quantities.

The bridging on the whole will average light, the only two bridges of great importance being the Saskatchewan crossing and the Deer river crossing about mile 350.

As intimated in the notes on the estimates, a considerable number of small pile structures have been designed for the purpose of furnishing ample waterway until a sufficient observation of the stream will better enable us to specify a suitable permanent structure.

The curvature as estimated from the projected location averages 9° 55′ per mile.

The grades adopted, viz.: ·4 northbound and ·6 southbound, have been obtained without great effort and although some development was required on section 3, the ease with which they were obtained on the remaining sections seems to justify their use all through for the sake of uniform grades on all engine divisions.

THE NELSON ROUTE.

The route selected towards Port Nelson follows the Churchill route for some 150 miles or thereabouts, the description of which has been given. Unlike the Churchill route, the Nelson route does not resolve itself into natural divisions each presenting different characteristics peculiar to itself, but throughout maintains a generally uniform appearance, so that the description given for the first division of the Churchill route may be applied in a general way to the whole of the Nelson route. It is not expected that the rock work will amount to very much, the major portion of the grading being in clay loam with smaller percentages of sand, gravel and swamp. The tundra is not encountered on this route, the whole line being through timber not appreciably different from that described on the first 200 miles of the Churchill route. It may be mentioned here that sand and gravel has been found sufficiently often to justify our belief that ballast may be had without unduly long hauls, except on the northern 70 or 80 miles of the Churchill route. It may be found there, but as yet we have not noted it. The curvature has been estimated to average about 5° 30′ per mile over this route.

A grade of ·4 both ways may be had on this route.

The adoption of ·6 against southbound traffic would not help alignment nor save grading.

There are three important bridges on the Nelson route, viz.: the Saskatchewan, the crossing of the Nelson at Manitou rapids, and the second or lower crossing of the Nelson. The Manitou crossing of the Nelson is a particularly favourable crossing, the river here being confined in one channel of less than 350 feet in width, the banks being of merely perpendicular granite rock and so situated as to make it possible to choose almost any desired elevation between fifty and one hundred feet above the water. Water here is of course very deep, and has a current of from six to eight miles per hour, making it necessary to cross with either a single span or an arch. The lower crossing will be much longer, probably 3,000 feet, from grade to grade, with a waterway of 1,500 feet with the grade line approximately 80 feet above the water. The balance of the bridging will be light, trestles being sufficient in all cases with the exception of Frog river.

HARBOUR WORK.

The plans and reports of the terminal work having already been sent you, it will only be necessary to treat briefly of the object with which this work was undertaken.

It has been endeavoured to treat the subject not as a problem by itself, relating only to the sheltering of ships, but to treat it as one feature only of the problem of the Hudson bay route as a whole. To this end it was necessary to consider and obtain all possible information relating to roadsteads, entrance channels, harbourage, docks, facilities for providing railway terminals and other works necessary for the transhipment of goods, length of season open to navigation, ice condition, and possible future inland communication by improvements to existing waterways, and to the feasibility of approach by the proposed railway. It was realized that the importance of the port and the Hudson bay route as a whole depended in no small degree on the efficiency of the rail communication inland.

In accordance with the above, surveys were made of the harbours at the mouths of both the Churchill and Nelson rivers, the results of which have been sent forward to you.

The results at Nelson seem to justify the recommendation that a further appropriation for an accurate survey of that port be made before it is rejected as a terminus for the Hudson Bay railway.

(Sgd.) JOHN ARMSTRONG,
Chief Engineer, Hudson Bay Ry. Surveys

THE ESTIMATE.

CLEARING.

The estimate is based on right of way 150 feet wide with the necessary allowances added for sidings and terminals. A few miles of heavy clearing will be encountered, but the average over the whole line will be comparatively light. The first 200 miles will be through spruce and jack pine with a small proportion of poplar and tamarack. The northern 100 miles of the Churchill route will have practically no clearing. The northern 200 miles of the Nelson route will be through spruce with a small proportion of jack pine and tamarack and will probably have from 12 to 15 acres per mile to clear. A large portion of the clearing on both routes could probably be done for $25 or $30 per acre, but owing to the heavier clearing encountered at intervals an average price of $40 per acre has been decided upon. This should be ample to cover whatever close cutting is required as well.

GRUBBING.

This item is somewhat difficult to estimate without an actual location profile. One and a half acres per mile has been used for 400 miles of both lines, using the price $100 per acre which seems to be the price bid by contractors almost universally. The work will class as light, a large portion of it being such as can be done with heavy grading or breaking ploughs.

GRADING.

This being the chief item in the estimate, considerable care has been taken with it. The quantities submitted are taken from the projected profiles, and the greater portion of these being very close to the preliminary lines, should be as accurate as is possible without cross sections. Engineers in the field were instructed to take out these quantities liberally, and the estimates submitted by them are probably at least 10 per cent in excess of what the profile actually shows.

In addition to this, 25 per cent has been added to all quantities by this office, to cover drainage, settlement, &c., so that the quantities here reported are approximately 35 per cent in excess of what the profile actually shows. This should provide for all possible contingencies, especially as one of the main causes of swelling of estimates, viz.: road and farm crossings is not met with here. In addition, 1,100,000 cubic yards are added to Churchill route and 900,000 cubic yards added to Nelson route for sidings and terminals. At the present time not one single road or farm crossing exists between The Pas and Hudson bay. The prices adopted, $1.80 for solid rock, 65 cents for loose rock and 30 cents for earth, approximate closely to the prices obtained on the Transcontinental railway in what may be termed similar country, viz.: districts C. D. and E. The price, 30 cents for earth, is perhaps somewhat lower than Transcontinental Railway prices, but I am confident that the contractor who bids over 30 cents on this work will have no chance to get the contract. The portion from The Pas to Hudson Bay Junction of the Canadian Northern railway, a much worse proposition than any we have encountered, was done at a profit, for 25 cents during the high wage period of 1906 and 1907.

These prices quoted are of course the average. In making up the estimate the prices used on the northern portion were, for solid rock $2, loose rock 75 cents and common excavation and borrow 50 cents. The summation of the quantities and cost on the different sections resulted in the above quoted averages of prices which have been used in this estimate. On sections 1 and 2 the engineers did not estimate any loose rock. For this reason the 25 per cent added to their common excavation has been classified as loose rock. The classification made has been based on the Transcontinental Railway specification. The accessibility of the work will not be so difficult as supposed. The first section has rail communication to The Pas with a fairly good steamboat connection already established to Moose lake, 50 miles along the route. The construction of wagon or sleigh roads from this point on will be easy. The second section, with communication from Winnipeg via Lake Winnipeg and the Nelson river, can be made quite adequate for the comparatively small sum of fifteen or twenty thousand dollars. In case the Churchill route is selected this will be more expensive. The third section may be supplied from Churchill or Nelson if so desired. In the case of Nelson good water connection being possible for 60 or 70 miles inland. In case the Churchill route is selected probably steam shovels will be required on a section of about 35 miles near Split lake. These water routes suggested are not recommended for the transport of such plant as this, but will be useful for all lighter supplies and materials. On the Nelson route no steam shovel work is anticipated, except blasting—the plant for which will follow along behind the track.

TIMBER.

On the Churchill route a sufficient amount of timber for ties, piles, and temporary work may be had convenient to the line on the southern portion as far as the 240th mile, but beyond this point none can be had. For this reason piling has been quoted as 50 cents per foot on the Churchill route, as against 40 cents on the Nelson route, where timber may be had all the way to the bay. The quantities estimated for piling do not look very large, but it is to be remembered that all our stream crossings are very low, thus cutting down the length of the piles and also reducing the length of bridging or number of bents required. With the exception of the Saskatchewan river crossing and the crossing of the Deer river on the Churchill route all waterways have been estimated for, as temporary wooden structures.

On the Nelson route the Saskatchewan crossing and the two crossings of the Nelson are to be steel and concrete, all others wood. Our expedition is practically the first which has obtained definite and specific information of the country through which it is proposed to run, but inasmuch as practically all the work was done in the winter months with everything frozen solid and under three or four feet of snow it is perhaps too much to expect that a proper estimate of water openings could be made. For this reason temporary wooden structures of such a nature as will suffice for a period of from 7 to 10 years has been estimated for.

During this period close observation of the waterways will enable us to specify with more certainty the style and size of opening required. With this closer knowledge of what is required, and with the increased facilities for handling cement and other materials for permanent structures, the final cost will probably be less than if an attempt were made to construct them now.

Cedar timber for culverts may be had f.o.b. cars in Winnipeg for $18 and $20 per thousand, and with freight added is worth $22 to $25 at The Pas. The price of $40 thus leaving from $15 to $18 for framing and contingencies, and it is probably high enough to cover the cost of what little excavation may be needed. If timber native to the country can be used, such as spruce and tamarack, a considerable saving may be effected. My own experience has been that such timber is quite good for seven years, and I know of some spruce culverts built twelve years ago and still good.

The timber for trusses and stringers being imported from British Columbia will be more expensive, but will be approximately the same for both lines.

IRON.

An average of 5 cents per pound has been adopted, based on Winnipeg prices, plus freight to The Pas.

TRACK MATERIAL.

Steel rails of 60 pounds per yard are proposed. Much of the material of which the roadbed will be composed is of a peaty nature and some settlement may be expected.

Under such circumstances it is probable that a better track can be maintained with the 60 pound rail than with the 80 pound rail. Prices are based on Fort William prices plus freight to The Pas, wheelage charges, &c., and an allowance of about $3 per ton for contingencies.

TIES.

Estimated at 3,000 per mile for all tracks. Being obtainable at all points on the Nelson route 40 cents each has been adopted, but none being obtainable beyond Split lake on the Churchill route, 50 cents has been used for that estimate.

SWITCHES.

In the estimate for switches is included split switch points, spring frogs, switch stands, lamps, and an allowance of $15 to cover the difference between common ties and switch ties at each switch.

TRACK LAYING.

The prices on the Transcontinental railway vary from $400 per mile to $800 for laying the 80 pound rail there used, so that $500 per mile should be ample price for laying the lighter 60 pound rail proposed for this line.

BALLASTING.

Indications are that we will not find it necessary to exceed a maximum haul of 25 miles except in the northern 100 miles of the Churchill route, where a 50 mile haul may be encountered. However, as ballast may be found closer, $1,000 has been estimated for both routes and includes side tracks and terminals as well as main tracks.

WATER TANKS.

This question has been fully looked into, and it is found, from the Great Northern Railway experience, that $5,000 should build a tank of 50,000 gallons capacity, of the most approved pattern and as nearly frost proof as has yet been devised; including machinery and heating apparatus inside the tank. As water is very plentiful in our country the intake and piping will not be expensive.

In addition to the above items discussed here there is left for you to estimate upon, station houses and terminal structures; shops, docks and elevators.

In the estimate a side track of 5,000 feet was assumed every eight miles, with a station house, water tank, and accommodation for two section screws at every alternate one. This leaves each section crew the somewhat lengthy section of 8 miles and also situated at one end of the section. It has, however, the advantage of always having the section crew where the superintendent or road-master can always communicate quickly by telegraph or telephone.

Passenger traffic, express traffic and small package freight for a number of years at any rate cannot be very large, so that the accommodation in the station may be cut to a minimum. Out-going local freight will consist largely of timber which requires no shelter, and incoming local freight will be mostly for lumber camps, the most bulky articles of which, such as hay, oats, flour, pork, &c., if necessary can be better accommodated in a separate warehouse of much cheaper construction. Thus the accommodation of our stations will be principally limited to the requirements of the railway agent. A few years after the opening of the railway the principal centres of development will have become apparent, and more suitable station and freight sheds erected as required.

TERMINALS.

The Churchill route, 477 miles approximately, is too long for three engine divisions in this hard winter climate. The Nelson route, 410 miles, can probably be handled by three train divisions, as owing to the better grades the 135 mile Nelson division will not be a harder task for the engine than the 120 mile in Churchill division. On the Nelson route this will mean four sets of buildings, and on the Churchill route five sets.

CHURCHILL ROUTE.

——	Unit.	Quantity.	Rate.	Amount.
			$ cts.	$ cts.
Clearing	Acre	7,000	40 00	280,000 00
Grubbing	Acre	600	100 00	60,000 00
Grading	C. yd.	9,740,000	0 50	4,870,000 00
Piling	L. ft.	180,000	0 50	90,000 00
Timber in culverts	B. M.	3,250,000	40 00	130,000 00
Timber in bridges and trestles	B. M.	4,000,000	55 00	220,000 00
Iron in bridges and culverts	Lb.	2,600,000	0 05	130,000 00
Steel rails	Ton	54,000	40 00	2,160,000 00
		18,000		*720,000 00*
Angle bars	Ton	2,680	50 00	134,000 00
		900		*45,000 00*
Bolts and nuts	Ton	454	80 00	36,320 00
Spikes	Ton	2,040	65 00	132,600 00
Ties	Each	1,700,000	0 50	850,000 00
Track-laying	Mile	567	500 00	283,500 00
Switches (complete)	Set	300	250 00	75,000 00
Water tanks	Each	30	5,000 00	150,000 00
Steel bridges, steel	Lb.	3,700,000	0 05	185,000 00
" " concrete	C. yd.	6,000	15 00	90,000 00
Ballasting	Mile	567	1,000 00	567,000 00
Telegraph line	Mile	477	300 00	143,100 00
Total				10,586,520 00
Increase due to 80 lb. rail				*765,000 00*
				11,351,520 00

Station buildings, telegraph stations, section houses, round houses, locomotive and car repair shops, power plant, tools, warehouse at port, coal unloading plant	$1,700,000 00	
Two 4,000,000 bush. cap. fire proof elevators	4,000,000 00	
Yard facility at terminals	320,000 00	
Engineering, law costs and contingencies, 10%	1,737,152 00	
	$7,757,152 00	
Harbour work, piers, dredging, exclusive of lighthouse and buoying	$6,675,000 00	
		$19,108,672 00

NELSON ROUTE.

—		Rate.	Quantity.	Amount.
		$ cts.		$
Clearing	Acres.	40 00	7,000	280,000
Grubbing	"	100 00	600	60,000
Grading	Cu. ft.	0 40	7,500,000	3,000,000
Piling	L. ft.	0 40	200,000	80,000
Timber in culverts	M. ft., B. M.	40 00	2,800,000	112,000
Timber in bridges and trestles	" "	55 00	3,200,000	176,000
Iron in bridges and culverts	Lb.	0 05	2,100,000	105,000
Steel rails	Ton.	40 00	45,500	1,820,000
			15,000	*608,000*
Angle bars	"	50 00	2,280	114,000
			800	*40,000*
Bolts and nuts	"	80 00	390	31,200
Spikes	"	65 00	1,740	113,100
Ties	Each.	0 40	1,450,000	580,000
Switches	Set.	250 00	240	60,000
Track-laying	Mile.	500 00	483	241,500
Water tanks	Each.	5,000 00	25	125,000
Telegraph lines	Mile.	300 00	410	123,000
Bridges, steel	Lb.	0 05	9,400,000	650,000
" concrete	Cu. yds.	15 00	12,000	180,000
Ballasting	Mile.	1,000 00	483	483,000
Total				8,333,800
Increase due to 80 lb. rails				*648,000*
				8,981,800

Station, buildings, telegraph cabins, section houses, round houses, repair shops locomotive and car, tools, power plant, warehouse at port, coaling plant	$ 1,647,600	
Two 4,000,000 bush. fire proof elevators	4,000,000	
Yard facility at terminals	320,000	
Law costs and contingencies. Engineering, 10 per cent	1,476,940	
	7,444,540	
Harbour work, piers and dredging, exclusive of lighthouse and buoying	$ 5,065,000	
		$61,426,340

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FORT CHURCHILL.

THE CHART.

Two charts, or maps, are being furnished with this report. One on a scale of 4,000 feet to 1 inch for purposes of comparison with Port Nelson, and a large one on a scale of 1,000 feet to 1 inch, as a working map. On this larger map are shown also 10 feet contours and other notes in more detail than was possible on the smaller scale. The soundings are reduced to low water level.

GENERAL DESCRIPTION.

Fort Churchill is at the mouth of the Churchill river where the river passes through a large tidal flat or lagoon mostly dry at low tide except near the outlet to the sea. The lagoon is surrounded by hills consisting of rock at the sea outlet and of sand and gravel further up the river. The only available situation for docks at present is out near Cape Merry, with the railway terminals from two to three miles up stream, and the townsite from three to five miles up stream. Another townsite is available on the west side, but it would be somewhat difficult to get railway and dock sites.

There is no possibiltiy of improving the Churchill river so as to give inland communication by water owing to its shallowness over its many wide and frequent rapids. The neighbourhood of Fort Churchill is practically destitute of all forest growth for miles in all directions, the vegetation being restricted to mosses and patches of coarse grasses along the edges of the water areas.

The main fresh water supply is obtained from the numerous small lakes in the neighbourhood, and is of excellent quality. The tidal flats are thickly strewn with boulders, some so large as to be visible above high water.

TIDES AND CURRENTS.

The main current in the harbour is along the indicated channel of the Churchill river, being approximately down the centre of the lagoon, but striking more against the eastern side towards the harbour mouth. With the ebb tide the current attains a velocity of from six to eight miles per hour, creating a somewhat difficult entrance for low-powered ships. The local pilots prefer to bring in their ships with the incoming tides.

It is quite useless for anything but a steam vessel to attempt the entrance at any other time. The current with the incoming tide is much less, probably not exceeding 4 miles per hour. The highest tide observed was 13½ feet, and the lowest 8 feet, both probably being subject to modification with a longer series of observations. The water is always more or less salt near the entrance. At low tide fresh water may be obtained in the Churchill channel opposite the Hudson Bay Company's post, but when the tide is in this cannot be done.

ICE CONDITIONS.

The harbour usually freezes over about November 15. The open sea also freezes over during the winter four or five miles out from Churchill. The usual date for the opening of the harbour is about June 19. This last spring the harbour opened on June 7, or about 10 days earlier than usual. The ice lay off the coast and harbour this year, preventing the return of the survey party until July 13, when a start was made for York.

Five days more were lost by the ice pack off Cape Churchill extending about thirty miles out to sea, the boat crew declining to venture outside of this. The boat in use was only a small sailing coast boat not well adapted to ice work. Probably no serious difficulty would have been experienced by a steamer making Churchill within a few days of the opening up of the harbour on June 7. At intervals between June 7 and July 13, ice would be drifted back into the harbour by north winds. This ice floating up and down the harbour on the strong currents existing there constitutes a serious inconvenience and danger to ships at anchor and to docks and other works which may be constructed along the shore. The harbour has been reported on occasions to have been blocked by ice as late as August owing to long continued north winds. This liability of the harbour to being filled with loose heavy ice drifting up and down with the strong currents will need to be seriously considered in choosing the type of docks to bo built here. As shown on the chart, the direction of the current tends to throw the drifting ice against the east shore, the only available place for docks at the present time. The ice, however, does not jam here very much but is swept on out by the strong current. Jams more frequently occur on the west side between the police barracks and Cockrill's Point.

ANCHORAGE.

At the present time very little shelter can be had at low tide by any ship drawing over 18 or 20 feet of water. Space to accommodate two or three ships of this size might be had, but anything larger would have to anchor almost in front of the entrance, which, being about three-quarters of a mile, allows the full force of the seas to be felt. The seas enter the harbour with sufficient force to cause a heavy swell to be felt throughout the harbour; in fact it is reported that at times it is impossible for the smaller boats to cross the harbour for two or three days at a time. The bottom consisting of mud, affords a fairly good holding ground for anchors.

MATERIAL.

The material forming the harbour bottom is mud, thickly strewn with boulders of all sizes, and is probably a deposit from the Churchill river.

Excavating for ships berths close inshore to avoid the heavy drift ice will probably encounter solid rock, as the solid rock in several places runs to the water edge.

MATERIALS FOR CONSTRUCTION.

Stone for construction purposes is very plentiful. Marble if you like to use it. All timber will have to be brought in either by rail or by ship.

DEFENCE.

Fort Churchill being practically upon the open sea can only be defended by strong forts and batteries placed in the immediate neighbourhood of the port itself.

PORT NELSON.

THE CHART.

The chart or map accompanying this report has been drawn to a scale of 4,000 feet to 1 inch, as being best adapted for the purpose of giving a comprehensive view of the general situation at Port Nelson. Lines are shown on the chart inclosing the portion which was found open all last season; other lines showing the portion where the ice did not attain a greater thickness than 10 inches. The shore line is plotted in from a traverse of the shores. Wherever the ice was of sufficient strength the sounding was done through holes, the method of locating being indicated on the chart. The soundings in the open water portion were taken from a boat hired from the Hudson Bay Company at York Factory, and were taken in May and June after the ice had gone out. This portion of the work was accomplished under great difficulties, as only five small buoys could be obtained to mark ten miles of river.

The boat, which was the best obtainable, was the usual coast boat of very shallow draft and clumsy rig, but endowed with special qualities in the matter of drifting.

Owing to this propensity and to the fact that the small buoys were not visible from one to the other, some difficulty was experienced in keeping the proper course. However, after ten days or two weeks hard work a sufficient amount of information was obtained to enable us to state with certainty that a good channel exists in which a ship drawing 26 feet might safely enter at all stages of the tide. Mr. R. D. Fry, the engineer in charge of the party, believes this chart to be a conservative representation of the actual conditions at Port Nelson, and that more extended surveys wtih the proper equipment will probably show a more favourable situation.

In order to get the best results it will be necessary to have a good strong boat equipped with power, preferably a good sea-going tug which could be fitted to burn either coal or wood, with a dozen large sized buoys and fifty or sixty smaller ones to mark the channel and points to be sounded.

GENERAL DESCRIPTION.

Port Nelson is at the mouth of the Nelson river, while York Factory is situated at the mouth of the Hayes river, about fifteen or eighteen miles from Port Nelson.

The site at the mouth of the Hayes was chosen by the Hudson Bay Company on account of the better communication with a greater number of inland posts, and also being a much smaller stream was not so difficult to navigate.

A great deal of tracking had to be done on both rivers, and the Hayes being much smaller, offered less trouble in crossing and recrossing to take advantage of paths to tow from. The Nelson river is known locally as the North river, and Port Nelson is named by the British Admiralty as York Roads. Hudson bay vessels crossing to York Factory with supplies anchor about 15 or 20 miles from the post in York Roads. The site of York Factory was not chosen on account of its accessibility from the sea, but entirely on account of the easier communication with inland posts. The Nelson river proper may be said to end at Flamboro Head, which is the approximate limit to which the tide reaches. The estuary is a wide tidal flat with the main channel running approximately down the centre, finally discharging into an open sea abreast of Beacon Point, some 25 miles from Flamboro Head. At Flamboro Head the banks rise shear from the water edge to a height of 100 to 125 feet. From this point they gradually diminish in height on both sides of the river, until at Sam's creek on the north, and Beacon Point on the south, they are about ten feet above the water. The north shore is of clay with a sufficient fall for drainage and covered with a fair growth of spruce.

A good site for terminals and town may be had in the vicinity of the point marked on the chart. Above this point the banks become higher and much more abrupt.

The south shore is also of clay with a good slope for drainage, but at the present time is covered with a very heavy growth of moss, rendering it very wet. An abundant supply of fresh water may be had either from the Nelson river itself or from various smaller streams and lakes in its vicinity.

TIDES AND CURRENTS.

The main current when the tide is ebbing is along the main channel, the current over the flats running approximately parallel to it. As the water lowers the currents over the flats converge more and more upon the main current, till at low tide they are approximately at right angles to and approaching it. On the ebb tide, the current flows at the rate of about 3½ miles per hour, being strongest at the mouth abreast of Beacon Point. Under favourable conditions the current here might rise as high as 4 miles per hour. So great is the discharge of the Nelson river that a perceptible current may be noticed several miles out to sea. With the incoming tide a current of about 2½ miles is obtained.

During the observations, extending from March 20 to June 10, the lowest tide observed was 6·9 feet and the highest 10·9. A longer series of observations will probably establish greater extremes.

The Admiralty charts give ordinary spring tides as ranging from 10 to 14 feet. It is probable, however, that any rise greater than 12 feet may be classed as an occurrence out of the ordinary, and due probably to some particular combination of wind and tide. The tides were found to be very variable, due no doubt to the comparative shallowness of the water. This will require a long series of observations before accurate tide tables can be prepared. This condition is not peculiar to Port Nelson, but applies generally to the tides in Hudson bay.

Salt water is never found above Beacon point except when a very strong easterly gale is blowing with the incoming tide, when a slightly brackish taste may be detected two or three miles above Beacon Point. When the tide is ebbing fresh water is obtained far out to sea. Salt water is never obtained within many miles of the point selected for the terminals.

ICE CONDITIONS.

About the 20th December the river is usually frozen over at Seal Island or Flamboro Head. From this time on the ice gradually creeps down the estuary and out from the shore line until the first half of the month of April. About this date the weather moderated to such an extent that the thawing through the day counterbalanced the freezing at night and the ice began to recede towards Flamboro Head, the estuary being usually again clear of ice by May 15. The ice is broken up into large floes by the rising tide, and is borne off out to sea by the ebb tide. Owing to the appreciable current of the Nelson river being felt so far out to sea very little of this ice ever drifts back again. Between May 15 and June 1, the upper Nelson ice breaks up and passes down the centre of the estuary in the main channel, usually occupying from 24 to 36 hours on passing out to sea. During last winter no ice jams occurred inside of a line drawn from Beacon point to Sam's creek and a careful scrutiny of the shore line after the snow and ice had disappeared failed to find any trace of its ever doing so. The photos accompanying this report give a fair representation of the usual ice conditions at Nelson. Last winter was a shade colder than average.

The winter of 1878, an exceptionally mild winter, the channel remained open for 40 miles above Flamboro Head.

During the freeze up in the fall, a considerable quantity of slush ice comes down from the upper Nelson.

Last winter at Seal island and along the shore the ice attained a thickness of between 4½ and 5 feet. The average thickness at York Factory, where a record has been kept up for many years, sems to be about 4 feet 8 inches.

During the winter more or less ice floats up and down the open channel with the tides, but being very scattered no jams ever occur.

ANCHORAGE.

The anchorage being some nine or ten miles in from the mouth of the channel no serious sea is ever experienced which may cause trouble to anything larger than canoes or row boats. The condition of the seas at Port Nelson will probably be found to resemble those experienced at Quebec on the St. Lawrence. The bottom is of sufficient stiffness to furnish a secure holding ground for anchors.

MATERIAL.

The material in the flats consists of blue clay with an occasional pocket of coarse sand and gravel with boulders scattered thinly around. In the channel the material is a very stiff blue clay, affording excellent holding gound for anchors. Probably all of the material can be handled by dredges at a very low cost and may be used for reclamation works around the docks. The bottom of the channel is swept clean and bare by the current of the Nelson, and is of so stiff a nature that the small anchor used by the Survey, probably weighing about 200 lbs. would frequently drag for some distance before taking hold. The material on the flats is not so hard on top, but becomes harder as depth is obtained.

MATERIAL FOR CONSTRUCTION.

Stone for the construction of breakwaters and other works may be cheaply obtained. About 75,000 or 100,00 cubic yards may be picked up along the tidal flats in the shape of scattered boulders. Up the Nelson river, about 40 miles above Flamboro Head is a splendid quarry where any required quantity can be had, and landed cheaply at the works by means of the Nelson river.

Piles in large quantities will be obtainable from various streams entering Nelson river and Hudson bay.

Cement and other material, being brought in by water, should be comparatively cheap.

DEFENCE.

The defence of Nelson from hostile fleets will be comparatively easy, the long comparatively narrow channel approach being easily rendered impregnable by means of sea mines, and rendered otherwise dangerous by the removal or changing of buoys and other channel marks. Battleships which carry the extreme long range guns are of such a draft as to render it somewhat dangerous to manœuvre in less than 45 feet of water thus preventing their closer approach than 15 or 18 miles, a distance considerably greater than the effective range of even the heaviest guns. The lighter ships which might approach closer carry correspondingly lighter guns. The establishment of strong batteries and forts at Sam's creek would seem to be all that is necessary to render Port Nelson absolutely unassailable.

It might be mentioned here in passing the greatly increased difficulty a hostile fleet would have on blockading the Atlantic coast of Canada were the Hudson bay route opened. The fact that ships may enter and leave Port Nelson all the year round is a fact worth remembering when the possibilities of war are considered.

WINNIPEG, September 8, 1909.

(Sgd.) JOHN ARMSTRONG,

Chief Engineer Hudson Bay Railway Surveys.

PART VI

QUEBEC BRIDGE RECONSTRUCTION

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS

DEPARTMENT OF RAILWAYS AND CANALS,

BOARD OF ENGINEERS, QUEBEC BRIDGE,

MONTREAL, Saturday, June 11, 1910.

SIR,—I beg to report progress of work on the reconstruction of the Quebec bridge for the year ending March 31, 1910, as follows:—

Borings.—An extensive series of borings was made during the summer of 1909 to determine the material in the vicinity of the north and south main piers, and the location of the bed rock. Some nineteen borings were made in all. The result of these borings established the fact that on the north side a new pier could be sunk outside of the present main pier and down to bed rock. On the south side the borings indicated that the foundations upon which the present south pier rested was sufficient to support the enlarged south pier and the loads to be superimposed thereon.

Tests.—It was arranged with Professor A. N. Talbot of the University of Illinois, to make a series of tests of nickel steel riveted joints. These tests were carried out with great accuracy, but the result did not show that there was any material advantage in using nickel steel rivets in preference to carbon steel rivets.

Masonry.—The contract for the construction of the piers and abutments of the new Quebec bridge was awarded in December, 1909, to the firm of M. P. & J. T. Davis, of Quebec. Work on this contract has proceeded steadily. Preparatory work of considerable magnitude has been performed at the site of the bridge on the north side of the river, such as building trestles, railway tracks, freight elevator, &c., which will be used for the handling of material and supplies. No work has yet been started on the south side. At Pointe a Pizeau the contractor is constructing the caisson for the new north main pier. This work is proceeding rapidly and the caisson will probably be ready for floating in place about July 1, 1910.

Removal of Debris.—The contract for the removal of the debris was awarded in December, 1909, to the firm of Charles Koenig & Company, of Quebec. The contractor is making fair progress in the removal of this wreckage and up to the end of March had removed some 1,890 tons, or 21 per cent of the entire work. It is expected to have the wreckage in the vicinity of the main pier removed by August 1, 1910, in order to allow the contractor for masonry to start work at this point.

Compression Tests.—A contract has been awarded to the Phœnix Bridge Company of Phœnixville, Pa., for the manufacture and testing of a series of model chords and posts such as will be used in the design of the board now being prepared. Models of eight separate members will be made in duplicate, making sixteen tests in all. The first of these model chords will be ready for testing about May 1, 1910.

Tension Tests.—A contract has been awarded to the Phœnix Bridge Company, of Phœnixville, Pa., for the manufacture and testing of fifty nickel steel full size eyebars, similar to those used in the design of the Quebec bridge now being prepared by the board. The Phœnix Bridge Company will be ready to start the testing of these members about June 1, 1910.

Plans.—The plans of the cantilever design being prepared by the board are progressing rapidly and will be entirely completed and ready for calling for tenders by June 1, 1910. The specifications are also under way and will be ready at that date.

Alternative Plans.—Advertisements were inserted in the newspapers in November, 1909, advising contractors that they would be permitted to submit plans of their own in addition to tendering on the plans prepared by the board. I believe it is the intention of several of the bridge companies to take advantage of the privilege granted by the department.

All of which is respectfully submitted.

(Sgd.) H. E. VAUTELET,
Chairman and Chief Engineer.

PART VII

REPORTS OF CANAL SUPERINTENDING ENGINEERS AND OTHERS FOR THE YEAR 1909-10

1. L. S. Pariseau, Acting Superintending Engineer, Quebec Canals.
2. W. A. Stewart, Superintendent, Ontario–St. Lawrence Canals.
3. C. D. Sargent, Resident Engineer, Ontario–St. Lawrence Canals.
4. L. N. Rheaume, Engineer-in-charge, Ontario–St. Lawrence Canals.
5. J. L. Weller, Superintending Engineer, Welland Canal.
6. J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
7. F. B. Fripp, Engineer-in-charge, Sault Ste. Marie Canal.
8. A. T. Phillips, Superintending Engineer, Rideau Canal.
9. J. H. McClellan, Superintendent, Trent Canal.
10. A. J. Grant, Superintending Engineer, Trent Canal.
11. J. H. Devereaux, Lock Master, St. Peter's Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, July 1, 1910.

A. W. CAMPBELL, Esq.,
Deputy Minister, Ottawa.

SIR,—I have the honour to transmit herewith the annual reports of the Superintending engineers and superintendents of the several canal works of the Dominion for the fiscal year ending March 31, 1910.

In view of the fact that my appointment as chief engineer of the department was made subsequently to that date, I have considered it best to dispense with commenting in the matter, leaving these reports to speak for themselves.

I have the honour to be, sir,
Your obedient servant,
W. A. BOWDEN,
Chief Engineer.

QUEBEC CANALS.

SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, June 21, 1910.

W. A. BOWDEN, Esq.,
Chief Engineer, Railways and Canals.
Ottawa.

SIR,—I have the honour to submit herewith the annual report on the works under the charge of the superintending engineer of the Quebec canals, for the fiscal year ended March 31, 1910.

This division comprises the Lachine, the Soulanges and the Beauharnois canals on the St. Lawrence route; the Ste. Anne, the Carillon and Grenville canals on the Ottawa river, and the St. Ours and the Chambly canals on the Richelieu river.

Of these, the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I have much pleasure in stating that there was no interruption to navigation on the canals of this division and that the different staffs have performed their respective duties in a very satisfactory manner.

The repairs and renewals on these canals have been done, under the direction of the overseers and superintendents, whereas the works chargeable to capital and income, on the Lachine canal, have been executed under the immediate supervision of Mr. H. R. Lordly, C.E. Works of this kind on the Soulanges, Beauharnois, Ste. Anne, Carillon, Grenville, St. Ours and Chambly canals, have been supervised by the undersigned.

CANAL STORES.

These stores have been well kept and the book-keeping inaugurated by Mr. P. B. Benoit, a few years ago, for keeping track of the materials and tools purchased for the use of the canals. is now better understood by the officials having charge of these stores.

The comptroller's report is to the effect that only a few errors have been made this year and that all materials and tools have been fairly well accounted for.

SURVEYS.

The survey of the Soulanges canal has been continued from St. Dominique to St. Antoine bridge, a distance of six miles. This survey is made in order to get an accurate plan showing all the properties, ditches, roads, culverts, highways and farm bridges, &c., situated on each side of the canal and comprised in the strip of land between the Grand Trunk Railway track and the River St. Lawrence. Levels have also been taken for the purpose of getting the necessary data to deal with complaints of flooding said to have been caused by the construction of the canal.

Soundings have been taken in the Pointe des Cascades bay to find a better channel leading to the protection dock in which are kept the spare lock gates of the Soulanges canal.

DREDGING.

The dredging fleet of the Quebec canals came out of the dry dock, on May 4, 1909, and after one month's work cleaning the bottom of the Lachine canal at Cote St. Paul. Rockfield and at Black Bridge, it was taken to the Soulanges canal, to deepen and straighten the channel between the lower entrance of the canal and the gate protection dock.

About 8,000 yards of material were taken out of the channel and deposited on the shores of the Cascades bay, in order to protect them against the erosive action of the waves.

From Soulanges, the fleet went to Grenville and worked at cleaning around the locks during the whole month of July.

In August and September the dredge was kept busy at deepening and widening the lower and upper entrances of the St. Ours lock. It then came back to Montreal and continued cleaning the canal prism above lock No. 2 and the side basins off the north side of basin No. 2, until the end of the season.

REPAIRS TO DREDGING FLEET.

Two of the vessels have met with serious mishaps during the year. Tug *Frank Perew* broke her propeller wheel while working at Grenville, and the steam derrick broke her boom and her A frame in an attempt to raise an old sunken barge out of the Lachine canal upper entrance. Nearly three thousand ($3,000) dollars were expended in repairing the damages caused by these accidents.

During the winter the machinery of the steam derrick has been considerably improved and is now fitted to work a clam shell. The old wooden frame on which the machinery rested was replaced by a solid cast iron one and new friction clutches were installed at the place of the positive 'embrayages.'

In addition to the above, the other vessels of the dredging fleet were overhauled and put in a fairly good condition to resume work during the present season.

LACHINE CANAL.

Length, 8½ miles; total rise, 45 feet; 5 locks, 270 feet x 45 feet with 14 feet on sills; 5 old locks 200 feet x 45 feet with 9 feet of water on sills, still available to navigation.

The water was drawn off the canal for general repairs and improvements on April 1 and re-admitted on May 2, a day later than usual.

During this month, the bottom of the locks, weirs and reaches, was cleared of all refuses, stones dropped from scows, water soaked logs, &c., all sluices, gates, valves, protection racks, &c., were overhauled and made right for the navigable season and all stone masonry, as far as was possible, was pointed with cement.

Throughout the whole year the canal grounds, buildings and other structures, roads, sidewalks, fences, culverts, wharfs, booms, ditches and the little River St. Pierre, were kept in a fairly good state of cleanliness and repair, and the telephone and lighting systems were maintained in efficient working order.

The new electric system for operating the lock gates was completed on every lock, old and new, early in the season and has given full satisfaction.

A considerable amount of repair work was done all along the canal, and amongst the chief items are the following:—

REPAIRS AND RENEWALS.

Locks.—Many broken and missing coping stones were replaced by concrete moulded in place and, in some cases, faced with heavy steel plates.

The portions of the side walls situated above the upper gate recesses at locks Nos. 3, 4 and 5 were raised about three feet with concrete faced with steel plates for additional safety of the large steel freighters entering these locks on their downward trips.

The old wooden anchor blocks for suspending the gates on old locks Nos. 3, 4 and 5, were replaced by heavy cast iron ones set in concrete and permanently secured to the lock masonry by means of large anchor bolts.

In order to provide a suitable foundation for the machinery to operate the lock gate, concrete blocks were built behind the lock walls and opposite the four gate recesses of each of the ten locks. These blocks were made sufficiently large to resist the pulling strain exercised by the machinery and were set below the frost line.

Lock gates.—The platforms and mullions of the gates for the old and new locks, as far as possible, were renewed and the gates themselves scraped and repainted.

Spare gates.—Two pairs of lock gates were built during the year for old locks Nos. 3 and 5 and one pair for new lock No. 3. These were made so as to meet the requirements of the new electric machinery and those already on hand were altered to the same purpose.

Bridges.—The eight swing bridges over the canal were kept in good order, some of them replanked with 2-inch oak and partly painted over. The top floors of the nine stationery bridges were renewed and the bridges painted over.

The bridge constructed last year with scrap channels and beams proceeding from the demolition of the old Wellingston street bridge, was put in place over the old supply weir at Lachine, by the canal repair men. This work necessitated the levelling of the piers of the old bridge, also the construction of concrete sidewalks on both sides and at each end of the bridge.

Wharfs.—The wharf opposite the Canada Sugar Refinery, on the south side of the canal, was substantially repaired and extended up stream 75 feet.

Mooring posts.—50 cast iron mooring posts and 100 nigger heads were permanently set in concrete at different points along the canal.

Slope walls.—The work of facing with concrete the slope walls of the canal, in the long reach, above Cote St. Paul locks, was finished during the year and there remains only the revetment wall on the south side and some repairs to the vertical walls to complete the work in said reach.

The season's operations have stopped a serious leak through the canal bank at Cote St. Paul.

These works are being done under contract by Messrs. Haney, Quinlan & Robertson.

Widening and wharf accommodation at St. Henri and Cote St. Paul.—This work consisting of widening the canal below lock 4 for a distance of 3,300 feet on the north side, and 1,800 feet on the south side, was started by the contractors, the Canadian General Development Company, Limited, at the beginning of the year and pushed very vigorously. All the north wall is finished and only a small portion of the south wall remains to be done. However, it will take all of the coming season to finish the dredging and make the total area of the basin available for navigation.

INCOME.

Rebuilding wall north side Basin No. 2.—This work, which also includes the reflooring with concrete and scoria blocks of the sheds on Colborne street, was satisfactorily completed by the contractors, Messrs. Quinlan & Robertson.

The wharfs in the immediate vicinity of these sheds were also permanently paved, the walls all rebuilt in concrete and the entire basin is now in first-class condition.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet, with 15 feet of water on sills, total rise 84 feet.

REPAIRS AND RENEWALS.

Shops.—The carpenters' shop was provided with a piercing and mortising machine and the blacksmiths' shop with a large size champion forge, mechanical blower, electric motors, &c. The provision of tools for the machine shops was much added to.

Locks.—In order to prevent, as far as possible, the coping stones of the locks and wing walls from being chipped or broken by the heavy steel freighters coming into contact with them, the face of these stones was bevelled six inches and their top arris rounded to a three-inch radius. This work has proven very effective and since its completion, not a stone has been damaged, although collisions of freighters with lock walls have been as numerous as before.

Lock Gates.—The platforms of the lock gates have been renewed and the gates themselves scraped and repainted.

Bridges.—New floorings of tamarack planks, three inches in thickness were laid on the St. Dominique and Coteau Landing highway bridges and twelve of the farm bridges were recovered with pine planks.

Buildings.—The storing sheds, the clerk's lodging and the shops have been provided with spouts and gutters, in order to prevent their foundations from being deteriorated by rain water. The overseer's lodging and outbuildings have been roofed with galvanized iron and repainted. The collector's house at Coteau Landing was considerably repaired.

Fences and Sidewalks.—Besides keeping these structures in good repair a new fence was erected to divide off the grounds around the overseer's lodging from a public passage between the highway road and the foot bridge across the tail race of weir No. 3 and a concrete sidewalk, about two hundred feet in length, has been laid from the overseer's house to the above-mentioned foot bridge.

Ditches and roads.—The most important ditches were thoroughly cleaned and the road along the canal kept in a fairly good order.

Slopes.—The slopes of the canal which had been deteriorated by the wash of passing vessels, have been reformed and faced with flat quarry stones, the quantity of stones used for this purpose amounting to several hundred cubic yards. The top portion of the inner slope of the south bank, on at least 1,400 feet on each side of the electric power house, was reformed and sodded over.

Canal lands.—The canal banks were cleaned out of bad weeds twice during the summer and the lock grounds were kept clean throughout the season.

Electric transmission line.—The No. 4 wires have been replaced by larger ones, viz.:—No. 0.0 from the power station to about one mile further up the canal, with a view of getting better results in lighting the far end of the canal, and the change has proved very satisfactory.

The old three-wire cables laid across the canal at locks Nos. 1, 2 and 3 were taken up and replaced by single wire cables laid in galvanized iron pipes crossing at the foot of lock No. 2. These cables are now carrying the electric current across the canal at its original tension of 2,200 volts. The transformers on the south side of the canal have been placed in concrete boxes sunk into the ground near the gate and sluice motors.

Water supply.—A four-inch cast iron pipe was laid from the canal to the three electricians' lodgings, and the same size pipe laid during the previous year was extended across the canal at the head of lock No. 2 and to the overseer's house.

CAPITAL.

Buildings.—A small fireproof building (brick and concrete) was erected in the shop yard to house the electric transformers which had been formerly imprudently placed in the garret of the shop building.

Concrete lining of slopes.—The inner slope of the south embankment of the canal, for a total distance of 4,215 feet, was faced with a coat of concrete generally 18 inches in thickness. This work was performed under contract by Messrs. Haney, Miller. Quinlan and Robertson, by means of a plan specially designed for the purpose and approved by the department. Though the portions of the bank where leakage was most considerable have been protected during the year by this concrete lining, the works will be continued this year until every leak from the canal has been stopped.

Side walls.—Towards the end of last summer, a leak through the north bank of the canal through locks Nos. 1 and 2, which had given considerable trouble for some years, became so very threatening that it was found expedient to build a strong concrete wall in front of this bank before navigation would open again. This work was entrusted to Messrs. Haney, Miller, Quinlan and Robertson, who had on the spot a large plant to do the work with. At the end of the fiscal year, the contractors had the excavation done, and nearly all the foundation in place and were in a fair way to complete the wall for the opening of navigation.

INCOME.

Mooring posts.—Ten new cast iron mooring posts inserted in a large mass of concrete were set up on the north side of the canal, where most needed, viz.: opposite the Montreal, Light, Heat and Power Company's intake channel and immediately above St. Dominique bridge. Many of the old posts have been taken up and reset in concrete blocks of much larger dimensions than were those originally used.

Gate lifting scow.—A steel scow with two large derricks on its deck, operated by worm gear winches and capable of lifting thirty tons each, has been received at the beginning of the season for the purpose of hanging the canal lock gates. The hull of this scow was built by Messrs. Beauchemin & Co., the derricks by the Phœnix Bridge and Iron Works, Ltd., and the winches by the Hall Engineering Co., and the fitting up was completed by the canal men.

BEAUHARNOIS CANAL.

The company having this canal under rental have kept it closed to navigation during most of the last season for the purpose of taking borings from the head of the canal to where their power house is to be constructed. The canal was kept practically in the same state as it was during the previous year.

INCOME.

Ste. Barbe and Hungry Bay Dykes.—The work of protecting these clay dykes against the invading waters of Lake St. Francis by building a chain of boulders some distance into the lake was continued during the winter. The protection of the Hungry bay dyke is now completed and will only have to be maintained in future, but the work of Ste. Barbe will have to be carried on a few years longer.

Macadam.—The macadamizing of the public road on top of Hungry bay dyke was commenced during the year and about 3,500 lineal feet of road were completed. The crushed stone for this work is purchased under contract from Mr. Alfred Cossette, but the trimming of the road, the placing of the crushed stone and the rolling of it was done by day labour under the supervision of an official of the department.

STE. ANNE LOCK.

Length ½ mile, one lock 200 x 45 feet, 9 feet of water on sills, total rise 3 feet. Old lock still available to navigation 200 x 45 with 6 feet of water on sills.

REPAIRS AND RENEWALS.

Besides the usual repairs to locks, buildings, fences, &c., the following were performed.

Guide Piers.—The top of the two cribwork piers on each side of Baker's channel and of the division pier above the locks were repaired and the mooring posts on the first named pier were renewed.

Lock Grounds.—Gravel was deposited in all the alleys and on the ground surrounding the locks and the grass was kept short and in nice clean condition throughout the season.

Slide.—A permanent slide for hauling lock gates was constructed and a pair of spare gates were hauled up.

INCOME.

Bridges.—The old wooden bridges over the slips in the wharf below the locks were replaced by others consisting of steel I beams covered with four-inch plank and resting on concrete abutments. A pipe railing was placed on the inner side of each bridge.

Mooring posts.—The wooden posts on each side of the new lock were replaced with large cast iron posts with moulded head inserted in heavy concrete mass sunk in the ground below the frost line. There were eight of these posts put in position.

CARILLON AND GRENVILLE CANALS.

Carillon Canal.—Length ¾ mile, 2 locks 200 x 45 feet, 9 feet of water on sills, total rise 16 feet.

Grenville Canal.—Length 5¾ miles, 5 locks 200 x 45 feet, 9 feet of water on sills, total rise 43¾ feet.

REPAIRS AND RENEWALS.

Among the works performed under this heading may be mentioned the following as the most important:—

Maintenance of the canal banks, towpaths and roads, fences, telephone line, &c.

Cleaning ditches, by-washes, culverts, lock grounds, &c.

Painting lock and weir masonry with cement mortar.

Repairing lock gates, bridges, guide and boom piers, scows, &c.

Building new gates for locks Nos. 5 and 7, a wood shed and an ice-house for the use of the canal office.

Cutting new drain between locks Nos. 4 and 5.

INCOME.

Public road.—The macadamizing of the two miles of road along the old abandoned canal at Carillon, part of which had been done during the previous year, was completed.

The stone crusher and the steam roller used on the above work were shipped respectively to the Soulanges canal and to Valleyfield.

Carillon dam.—An appropriation of $15,000 had been voted for this year to complete the repairs to the gap in the Carillon dam, but this work could not be done on account of the water in the Ottawa river remaining much higher than usual. However, all the necessary timber for these repairs has been purchased and delivered on the spot. It is contemplated to resume work as soon as possible during the present fiscal year.

ST. OURS LOCK.

Length of canal, ⅛ mile; one lock, 200 x 45 feet, 7 feet of water on sills; total rise, 5 feet.

REPAIRS AND RENEWALS.

All the various structures on the canal have been kept in very good repair during this year except the boom piers below the lock.

These piers have been only superficially repaired, it being understood that they will be replaced by permanent concrete structures within a year or two.

The chief items of work performed here are the following:—

Guiding Booms.—All the booms that are stretched along the boom piers in both the upper and lower entrances of the lock, have been taken out of the water and thoroughly repaired.

Scows.—The large derrick scow was recaulked and painted and so were the smaller vessels.

Island.—The island was kept clean and it was further protected against scouring by placing on its shores about 240 cubic yards of field stones.

Painting.—All the buildings and fences were whitewashed. The grounds around the lock and buildings have been kept in perfect order during the whole year.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet, 6½ feet of water on sills; total rise, 74 feet.

REPAIRS AND RENEWALS.

The telephone and light services on the canal have been very satisfactory everywhere except in the harbour of St. Johns, where the lighting was supplied under contract by the St. Johns Electric Light Co. This company, however, has improved its power plant and better service is expected for the coming year.

The water at St. Johns was extremely low during the greatest part of the summer and on one day, was only 5 feet 11 inches higher than the sills of the guard lock. This unusually low water was attributed to the blasting of a large number of boulders on the crest of the natural dam immediately above the St. Johns rapids. The level of the water in the river above the canal will be watched closely this year, and should it shows signs to become as low as last year, a temporary clay and boulder dam will be built at some suitable point by the Public Works, pending the construction of the permanent dam at Vikerman's Point, below Ste. Therese island.

The canal was kept clean and in good state of repair.

The chief items of work performed under this heading during the year 1909-10, were the following:—

Banks and Grounds.—The canal banks and the grounds around the locks and buildings were kept clean of bad weeds and refuse of all kinds, and wherever the slope walls had tumbled down, they were rebuilt. All the farm roads off the towpath were put in good order and some levelling was done with material taken from the canal bottom near the Canadian Pacific Railway swing bridge, at St. Johns, P.Q.

Mooring Posts.—About thirty mooring posts have been renewed at different points along the canal.

Locks.—Besides the usual pointing with cement, the gates were scraped and painted. A new pair of gates were put in place at lock No. 9. Two new guiding cribworks were built at the head of lock No. 2.

Drains and Weirs.—Some of the drains were deepened and all the others were cleaned. The weirs have been kept in good working order.

Bridges.—A number of bridges had their floorings renewed and nearly every one was given a coat of paint. The approaches to bridges No. 3 and 8, were macadamized and a concrete sidewalk crossing the tow-path was built at bridge No. 8. The end walls of the pipe culverts under the public road to St. Johns, were rebuilt.

Ditches.—Several new ditches were cut along and on the canal property, the total length being about three miles.

Buildings.—The oldest structures have been pulled down and replaced. All the others have been thoroughly repaired, cleaned, whitewashed or painted.

Fences.—About 1,700 lineal feet of new fence were erected along the Deneault drain and about 3½ miles of the existing fences reset and repaired.

Scows.—The dredge and scows belonging to the canal were repaired and given one coat of paint. The machinery of the dredge and derricks was overhauled and somewhat altered with the view of getting better results, and a new bucket was purchased for the dredge.

CAPITAL.

St. Johns Harbour.—The proposed improvements in the harbour of St. Johns consist in the removal of the Donaghy wharf, the extension of the present canal wharf up to the Central Vermont Railway bridge, the building of a new wharf parallel to the said bridge, on the up stream side, the erection of a breakwater and the laying of an inlet pipe line for the St. Johns aqueduct.

That portion of the improvements located above the bridge was completed during the fiscal year 1909-10 by Messrs. John G. Poupore & Co., to whom the contract for this work had been awarded on December 15, 1908.

All the works covered by this contract would likely have been completed by this time, had not the Grand Trunk Railway Co. objected to the department taking possession of their water lot, within which the greatest part of the improvements are located.

Power house.—The electric power house at Chambly, the foundations of which were laid during the previous year, was completed, but nothing yet has been done towards installing the electric machinery, there being no appropriation for this kind of work.

INCOME.

Bridges.—The ramps to the Jones bridge across the canal and tow-path at St. Johns, were totally renewed, this work involving the driving of many piles. Ten wooden bridges across the public road from Chambly to St. Johns were replaced with culvert pipes of large diameter. The length of these culverts in all cases is equal to the full width of the road.

Tow-path.—The macadamizing of the tow-path along the canal, which had been going on for a number of years, was completed during the fiscal year just ended, and the tow-path from one end to the other is in perfect order.

Booms.—The guide booms on the east side of the upper entrance of the canal were totally renewed and covered with two-inch planks.

I have the honour to be, sir,

Your obedient servant,

L. S. PARISEAU,

Acting Superintending Engineer Quebec Canals.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of new Lock No. 1 at lower entrance, and new Lock No. 5 at upper entrance, during the fiscal year ending March 31, 1910.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	37	0	20	10	19	4	16	1
May	25	1	20	6	21	1	19	2
June	24	4	18	6	21	4	17	6
July	18	4	17	0	17	4	16	8
August	17	10	16	1	17	2	16	2
September	16	5	15	7	16	2	15	8
October	16	5	14	10	15	10	15	2
November	16	1	14	3	15	2	14	10
December	21	10	14	6	15	9	14	6
1910.								
January	29	10	22	4	16	2	14	6
February	25	5	21	9	15	9	13	6
March	34	0	22	5	17	0	14	4

SOULANGES CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1, at lower entrance, and Lock No. 5 at upper entrance, during the fiscal year ending March 31, 1910.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	21	9	19	6	17	8	16	6
May	23	0	20	5	17	7	17	0
June	22	9	19	2	17	4	17	0
July	19	2	18	5	17	2	17	0
August	18	5	17	9	17	0	16	8
September	17	9	17	4	16	8	16	4
October	17	4	16	9	16	6	16	0
November	17	0	16	8	16	3	15	6
December	18	2	16	8	16	6	15	6
1910.								
January	18	8	17	8	16	8	15	3
February	18	9	18	0	16	5	15	4
March	19	3	18	4	17	2	15	6

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 6, at lower entrance, and Lock No. 14 at upper entrance, during the fiscal year ending March 31, 1910.

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In	Ft.	In.
April	13	2	11	5	12	7	11	3
May	15	8	13	4	12	6	11	10
June	15	0	11	9	12	1	11	10
July	11	10	11	0	11	11	11	7
August	12	0	11	0	11	9	11	4
September	10	10	10	0	11	7	11	0
October	10	2	9	9	11	3	10	8
November	9	8	9	4	11	0	10	4
December	10	2	9	5	11	9	10	5
1910.								
January	15	0	10	2	11	11	10	4
February	20	0	12	10	10	11	9	9
March	13	0	11	6	11	10	10	5

CHAMBLY CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 9, at lower entrance, and Lock No. 1 at upper entrance, during the fiscal year ending March 31, 1910.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	20	10	17	1	13	0	10	0
May	19	1	16	7	12	9	11	9
June	16	5	12	2	11	10	9	5
July	12	2	9	10	9	7	8	4
August	9	10	8	7	8	6	7	6
September	9	4	7	10	8	0	6	9
October	8	4	7	6	7	9	6	8
November	9	1	7	5	7	6	6	3
December	8	3	7	7	7	5	6	10
1910.								
January	10	0	7	8	8	2	6	11
February	10	9	9	5	8	5	8	0
March	16	11	10	11	12	4	8	6

ST. OURS LOCK.

STATEMENT showing the depth of the River Water on the Mitre Sills of St. Ours Lock during the fiscal year ending March 31, 1910.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	21	0	16	0	17	0	12	5
May	19	7	16	3	15	6	13	3
June	17	7	11	5	13	6	10	5
July	11	4	8	11	10	4	8	11
August	9	11	8	1	8	11	8	1
September	9	5	7	7	8	7	7	10
October	9	7	6	11	8	1	7	7
November	8	8	6	6	8	6	7	6
December	10	9	6	9	7	11	7	8
1910.								
January	11	0	8	7	8	10	7	6
February	10	3	8	3	8	9	8	3
March	17	1	9	8	13	4	9	0

STE. ANNE'S LOCK.

STATEMENT showing the depth of the River Water on the Mitre Sills of Ste. Anne's Lock at lower and upper entrances, during the fiscal year ending March 31, 1910.

March.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	15	1	11	7	16	4	11	9
May	16	6	14	0	20	0	16	0
June	16	1	12	7	19	8	14	0
July	12	6	11	9	13	11	12	3
August	12	4	11	1	12	3	11	1
September	11	1	10	7	11	10	11	7
October	10	8	10	2	11	9	11	3
November	10	4	9	11	11	11	11	3
December	11	2	10	4	12	0	11	5
1910.								
January	11	7	10	2	11	5	11	0
February	10	9	9	7	11	2	10	7
March	12	5	9	6	13	4	10	6

CARILLON CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1, at lower entrance, and Lock No. 2. at upper entrance, during the fiscal year ending March 31, 1910.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	18	5	12	11	18	6	12	4
May	22	9	17	8	22	8	17	0
June	22	6	15	7	22	4	15	7
July	15	5	13	6	15	5	13	6
August	15	3	12	11	15	3	12	7
September	13	3	12	10	12	10	12	4
October	13	1	12	4	12	9	12	0
November	12	11	12	3	12	8	12	0
December	13	4	12	7	13	10	12	5
1910.								
January	13	11	12	6	15	6	12	6
February	12	11	12	8	13	6	11	10
March	15	3	12	7	14	5	12	0

GRENVILLE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 3, at lower entrance, and Lock No. 7, at upper entrance, during the fiscal year ending March 31, 1910.

Months.	Locks No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	22	7	15	4	19	3	12	0
May	28	6	22	2	24	11	18	9
June	27	11	19	3	23	10	16	6
July	19	1	16	4	16	8	13	8
August	18	7	15	4	16	0	12	6
September	15	6	15	2	12	10	12	4
October	15	5	14	8	12	9	12	0
November	15	6	14	7	12	10	12	0
December	16	4	14	11	12	10	12	4
1910.								
January	18	5	15	2	12	4	11	4
February	16	4	14	6	12	0	10	3
March	17	5	14	2	15	3	10	5

ST. LAWRENCE CANALS.

Office of the Superintendent.

Cornwall, Ont., March 30, 1910.

Sir,—I beg to forward herewith the annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the fiscal year ending March 31, 1910.

The district stretches from Cornwall, at the foot of the Long Sault rapids on the St. Lawrence river, to Presque Isle bay on Lake Ontario, and embraces the Cornwall canal, overcoming the Long Sault rapids; the Farran Point canal, overcoming the Farran Point rapids; the Rapide Plat canal, overcoming the Rapide Plat, and the Galop canal, overcoming the Galop rapids and the Murray canal joining the Bay of Quinté and Presqu'Isle bay. The united length of canal is 28 miles, overcoming a rise of 78 feet in the river.

THE CORNWALL CANAL

was opened for navigation May 3 and closed December 6, 1909, and was operated during the season without serious interruption or accident.

During the period the canal was unwatered in the spring, all repairs to structures below water were completed. In this time 50 feet of concrete wash wall was put in tho south bank at each end of locks Nos. 19 and 20, at the lower ends of locks Nos. 18, 21, and Mille Roches bridge, and in both banks at the upper end of Cornwall bridge wing walls. The wash wall consists of a backing of small stone of about a foot in depth on the slope of the bank, faced with a foot thick of concrete and extending about a foot vertically below normal water level and about three feet above; two concrete culverts across the new bank on the north side between locks No. 18 and No. 19. All the weir valves at locks No. 18, No. 19 and No. 20 were taken out and repaired and refitted; all the fallen rip-rap was replaced.

The earth bank on the north side between locks No. 18 and No. 19 was built up to the grade, and will be completed during the next year with a concrete wash wall.

The rebuilding of the old timber entrance pier and wharf on the north side of the lower entrance to the canal, with a concrete superstructure, was completed, and came through the winter ice-shove in good condition.

All the spare gates for locks Nos. 15 and No. 17 were provided with a pin suspension gear instead of a screw; the valves all refitted and then the spare gates stepped, replacing the ones in use, which were similarly refitted and stored for spares. The same work was done on one pair for lock No. 19, making in all eight pairs of gates overhauled.

A new floor was laid over the weir bridges at locks Nos. 17 and No. 19.

Fender posts to keep side-wheel steamers off the lock copings were erected at locks Nos. 15, No. 17 and No. 18, and made ready for lock No. 19, to be erected during the coming year.

The Cornwall and Mille Roches bridges were painted.

A considerable quantity of stone was procured from neighbouring farmers during the early winter.

Two new fire-box side plates were put in the boiler of the *Alert*.

During the last months of the season extra men were temporarily employed on the operation of several of the locks. Their services did not prove of sufficient value to warrant their being employed permanently.

Thomas Carr, lockman at lock No. 17, was superannuated.

THE WILLIAMSBURG CANALS

were opened May 1 and closed December 8, 1909, and were operated during the season without serious interruption or accident.

The rip-rap was repaired at different points along the line as required. Two hundred (200) cords of field stone were placed as a toe along the outer bank below the lift lock, Galop canal.

The Iroquois and the Cardinal bridges were painted. This completed the painting of all the bridges in the district.

All the lock gates, watch houses, &c., were painted.

Owing to the rebuilding of the piers at the head of the Galop canal it was necessary to find other storage space for spare gates, and they were taken away and stored near the lock for which each pair was intended.

All the ditches were cleaned out.

Extensive repairs were made to the north lower entrance pier, Farran Point, and the lower entrance pier at Morrisburg was refloored.

Ten iron snubbing posts set in a block of concrete were placed along the approach walls at lock No. 23 and 35, iron snubbing posts were placed between locks No. 27 and No. 28.

The work on Bridge street, Cardinal, was completed; and it is now in condition to be turned over to the municipality.

The work of rebuilding the spare gates for lock No. 24 is well under way, and will be completed early next year.

A large stock of field stone was procured for further protection to the outer bank of the Galop canal.

It has become evident that a considerable amount of cleaning up of the bottom of the Rapide Plat is necessary. An appropriation will be asked for the coming year.

The question of operating and lighting the Williamsburg canals by electric power is being gone into, and it is hoped that a scheme will be ready for next year.

THE MURRAY CANAL

was opened for navigation on April 12, and closed December 7, 1909, and was operated throughout the season without interruption or accident.

All the bridges, houses, &c., were painted and maintained in good condition.

A new floor was put on the Smithfield bridge, and one new king post put in the Trenton road bridge.

The ditches were kept open and the banks came through the winter in excellent condition.

At the east end the banks were trimmed and re-levelled, and a stretch of 1,000 feet of rip-rap relaid.

The traffic on this canal has increased largely in late years, and further increase is promised. Many large freighters are using this route, but are forced to load light as the canal was built to give only 11-foot navigation. If this traffic is to continue, the question of widening and deepening the canal must be considered.

Appended are statements of water levels and fines and damages.

I am, sir,
Your obedient servant,
W. A. STEWART,
Superintendent.

A. W. Campbell, Esq., C.E.,
Deputy Minister,
Department of Railways and Canals,
Ottawa, Ont.

STATEMENT of Fines and Damages, in connection with Ontario-St. Lawrence Canals, during Season of 1909.

CORNWALL CANAL.

Lock.	Date.	Name of Vessels.	Damage.	Fine.	Name of Owner.	Remarks.
			$ cts.	$ cts.		
	May 4	'Mary Ellen'		5 00	Ed. Jesmer	Paid.
15	June 25	'Wasaga'		20 00	Collingwood Shipping Co	"
18	" 30	'W. Gleeson'		5 00		"
15	July 27	'Odland'	2 18		A. Fredrickson	"
20	" 31	'A. Runions'		5 00		"
20	" 31	'G. Manson'		5 00		"
19	Aug. 9	'Dundee'		50 00	Inland Nav. Co.	"
21	" 10	'J. Dawson'		5 00		"
15	" 16	'F. Bourgon'		5 00		"
19	Sept. 16	'John Lambert'	30 00	50 00	G. L. & St. L. Trans. Co.	"
20	" 16	'Drooning Maud'	14 92	30 00	A. Fredrickson	"
19	" 17	'Meteor'	50 52	50 00	James Pendergast	"
20	" 22	'Glengarry'	13 78		H. W. Richardson	"
17	Oct. 11	'J. H. Plummer'		20 00	C. L. & O. Nav. Co	"
20	" 16	'J. Creror'	100 00		G. L. & St. L. Trans. Co.	"
18	" 19	'Waccamaw'	5 96		J. L. Croswaite	"
21	Nov. 23	'Newona'	15 00	20 00	Redford Steamship Line	Not paid.

WILLIAMSBURG CANALS.

Lock.	Date.	Name of Vessels.	Damage.	Fine.	Name of Owner.	Remarks.
22	June 26	'Ben Harrison'	100 00		J. L. Croswaite	Paid.
24	Nov. 10	'Keywest'	25 00			"

MURRAY CANAL.

Lock.	Date.	Name of Vessels.	Damage.	Fine.	Name of Owner.	Remarks.
Ry. Bge.	Oct. 2	'L. S. Porter'	23 25		Hepburn Bros.	Not paid.

RECORD of Highest and Lowest Levels of Water on the Ontario-St. Lawrence Canals for Year ending March 31, 1910.

Month.	CORNWALL CANAL.				FARRAN'S POINT CANAL.				RAPIDE PLAT CANAL.				GALOP CANAL.				LIFT LOCK.		MURRAY CANAL.	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High	Low.	High.	Low.	High.	Low.	High.	Low.
1909.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.
April	17·3	15·9	17·9	15·5	18·7	17·3	19·5	18·0	18·7	17·0	18·0	16·2	21·0	19·5	16·8	15·5	17·6	16·1	14·3	12·3
May	16·9	16·2	16·9	15·7	18·9	17·8	19·9	18·9	19·1	18·2	18·5	16·8	22·2	20·7	17·5	16·5	19·0	17·4	14·9	13·8
June	16·5	16·1	17·2	16·5	19·2	18·5	20·2	19·4	19·4	18·6	18·7	17·9	22·2	21·3	17·8	16·9	18·7	17·9	14·8	14·1
July	16·4	16·1	17·0	16·4	18·9	18·6	19·8	19·4	19·0	18·5	18·6	17·8	22·1	21·3	17·7	17·0	18·7	18·0	14·9	14·1
August	16·3	15·9	16·6	16·3	18·7	18·0	19·6	18·9	18·6	18·0	18·0	17·3	21·5	20·7	17·0	16·5	18·1	17.4	14·4	13·6
September	16·0	15·4	16·5	15·7	18·4	17·3	19·3	18·2	18·5	17·2	17·8	16·6	21·3	19·7	16·9	15·8	18·0	16·6	13·10	13·2
October	15·7	15·0	16·0	15·4	17·8	16·7	18·6	17·5	17·7	16·6	17·7	16·0	20·3	19·0	16·5	15·4	17·4	15·8	13·3	12·7
November	15·3	14·7	15·8	14·5	17·7	16·2	18·4	16·8	17·5	15·7	17·4	15·3	20·6	18·2	16·4	14·4	17·3	14·5	12·9	12·0
December	16·5	14·6	16·0	14·5	18·3	16·3	19·0	16·8	18·0	15·6	18·5	14·9	21·5	17·9	16·2	14·8	17·0	15·0	12·8	11·9
1910.																				
January	27·0	16·5	15·8	14·5	17·8	16·0	18·4	16·7	16·9	14·4	15·8	13·6	19·0	16·2	15·4	14·4	15·9	13·2	12·7	12·0
February	25·3	21·7	15·0	13·8	16·6	15·3	17·1	15·6	16·3	14·1	15·5	13·7	18·5	16·0	15·1	13·8	15·3	13·1	12·6	12·1
March	23·0	15·5	16·0	14·0	18·0	16·0	18·5	16·4	17·5	15·3	16·8	14·5	20·2	17·2	16·3	14·4	17·2	14·3	13·3	12·6

RESIDENT ENGINEER'S OFFICE,

CORNWALL, April 1, 1910.

SIR,—I have the honour to submit my annual report on the works under my direction for the fiscal year ending March 31, 1910.

CORNWALL CANAL.

Improving Upper Entrance to Lock No. 17.—Plans and specifications have been prepared and tenders are now being invited for this work.

The work contemplated comprises the construction of a cribwork and concrete approach wall on the north side of the upper entrance to this lock, the widening by dredging of the bottom of canal in the vicinity and the construction of a small waste weir to supplement the present waste weir to the river at this point, the capacity of which is insufficient to control the water in this level when the mills at the foot of the canal are closed.

The work as designed will materially assist vessels of the larger class entering this lock, the approach to which at present is extremely difficult.

Repairing Washout in South Canal Bank above Lock No. 18.—A contract was entered into with Mr. Thomas A. Nicholson, of St. Catharines, for this work, which was commenced in August, 1908, and carried on without interruption during the remainder of the season.

The canal was unwatered on March 29, 1909, when work was resumed, and during the month of April the concrete wall previously constructed across the washout was extended eastward to connect with the masonry retaining wall at the head of Lock No. 18, the temporary timber dam which had been constructed in the canal around the washout was removed, and the whole botttom of canal in the neighbourhood of the washout cleaned out and made ready for navigation.

This work was diligently prosecuted day and night under the most unfavourable weather conditions and the canal was opened for navigation on May 3.

The work of filling behind concrete wall, trimming, sodding and protecting the river side of new canal bank across washout was immediately proceeded with and the whole of the works embraced in this contract were satisfactorily completed on October 9, 1909. The final estimate for this work has been paid.

A portion of the south canal bank immediately west of the washout showed signs of weakness, so it was deemed expedient to extend the concrete wall westward for a distance of 465 feet, and accordingly plans and specifications were prepared, and tenders invited for this work. The contract was awarded to Mr. Gordon R. Phillips, of Cornwall.

During the winter months the contractor placed some materials on the ground, erected his plant and made all possible preparations for starting the work as soon as the canal was unwatered. The water was drawn off the canal on March 30, and on the following day the contractor commenced operations. This work will be pushed forward as rapidly as possible during the month of April to insure against any delay to the opening of navigation on May 1.

The work of trimming the high north slope above lock No. 21, under contract with Messrs. J. J. & V. S. Fallon, of Cornwall, and which was commenced during the season of 1908, was finally completed in a satisfactory manner on November 17, 1909.

The final estimate for this work has been paid.

WILLIAMSBURG CANALS.

A contract was entered into on August 6, 1909, with Messrs. McCoy & Wilford, Ltd., for the removal of the tops of the old wooden piers and bridges across the head and tail race to the weir at lock No. 27, which were badly decayed, and the rebuilding of same in concrete and steel.

The work was commenced and carried on without interruption till the close of the season.

This work will be resumed this month, and I expect will be completed this season.

MURRAY CANAL.

Several complaints have been received during the past two seasons from the owners of vessels navigating this canal regarding the present depth of water available for navigation. I had some soundings taken near the eastern entrance to the canal, which show that the full depth as originally constructed does not at present exist at certain points.

This canal as originally constructed provided for a depth of only 11 feet at low water stage in Lake Ontario.

Owing to the very large increase in traffic through this canal in the last two years and the large class of boats now navigating it, it will be necessary, I think, in the near future to have this canal placed on the same basis as the rest of the canals on the system and provide for 14-foot navigation at low water, and I purpose asking for a small appropriation to enable me to have surveys and estimates of cost made next season with this end in view.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,

Resident Engineer.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Dept. of Railways and Canals,
Ottawa, Ont.

GALOP CANAL.

Superintending Engineer's Office,
Ottawa, April 7, 1910.

Sir,—I have the honour to submit my annual report upon works of construction and survey in connection with the enlargement of the Ontario-St. Lawrence canals for the fiscal year ending March 31, 1910.

GALOP CANAL.

UPPER ENTRANCE.

This contract was awarded to Messrs. Murray & Cleveland in November, 1888, and was entirely completed on October 23, 1907.

Tho final estimate was completed and sent to the department on July 31, 1909. A number of claims have already been submitted to the department and have not as yet been adjusted or disposed of.

REMOVAL OF SHOALS IN RIVER, WEST OF UPPER ENTRANCE OF GALOP CANAL.

This contract was awarded to Mr. M. A. Cleveland on July 25, 1907, and was entirely completed on September 15, 1909, thereby affording an interrupted channel of seventeen feet deep of navigable water between the upper entrance of the Galop canal and the lower entrance of the North channel. The final estimate for this work was completed and sent to the department on January 3 last.

NORTH CHANNEL AND 'GUT DAM.'

The contract for these works was awarded to Mr. M. A. Cleveland, and commenced on May 14, 1897, and completed on October 1, 1908.

A final estimate of the work was prepared in the Cornwall district office, completed and sent to the department on November 6, 1908.

A number of claims arising out of some material changes made in the original contract for this work still remain to be presenetd to the department for adjustment.

GALOP RAPID IMPROVEMENT.

This work under contract with the Gilbert Bros. Engineering Company, Limited, since September 25, 1897, was stopped in September, 1906, the government having decided that no more money would be granted for the work.

Detail plans, cross-sections, diagrams and calculations for the final estimate of this work were completed in December, 1909. A number of disputed claims still remain to be adjusted before the Exchequer Court. In connection with these claims, detail cross-sections and calculations of quantities have also been prepared in the Cornwall office with a view of affording all necessary information bearing upon the claims.

All works in connection with the enlargement of canals in this district and final estimates having been completed, this office was closed on March 31 last.

IMPROVEMENT OF RIVER STRETCHES BETWEEN CANALS.

I beg leave to draw your attention to the fact that, before the entire completion of this part of the canal system, it was contemplated to afford a more direct navigable route by straightening the river channel stretches between canals. In my report for year ending June 30, 1904, I suggested several improvements in this direction.

The chief engineer reported as follows, viz.: 'As the hydrographic survey service has been transferred from this department to the Marine and Fisheries Department this work, it appears to me, will devolve upon them.'

Since then I must say that the traffic upon the upper St. Lawrence river has increased materially and is assuming greater proportions every year.

A great number of large iron vessels were placed on this route. The many inconveniences and delays encountered in having to cross the river from one side to the other in order to follow the marked channel, have become a source of great drawback to navigation.

It is not a hidden fact that owing to these inconveniences many large crafts have been withdrawn from this route.

Besides, the entrances to several of the canals require to be materially improved.

With a view of overcoming these difficulties I will mention some of the improvements of immediate importance and their requirements. I beg to refer you to the following, viz.:—

1. The eddy at the entrance of the Farran's Point canal lock No. 22 is subject to frequent difficulties to large vessels, and has already proved disastrous to some. The cause of the eddy is due to the fact that on the north side of Croils island, which

belongs to the United States, there are two rocky points projecting into the river against which the current dashes, and the result is that at the foot of the canal water whirls around into the bay immediately below the lock.

The United States not being directly interested in improving the river channel at this point, the only alternative being left to overcome the effects of this eddy would be to cut off a part of Baker's Point immediately below the above mentioned bay, and dredge out a straighter course from the entrance of the lock east, thereby affording a free and uninterrupted flow of the river on the north side of the river.

2. Further up the river is Weaver's Point, situated about two miles west of the village of Aultsville, and which is an objectionable feature to the channel. East and west of it, there is deep water.

To straighten the channel this point could be materially reduced.

3. A mile further up is Prunner's shoal which would require to be dredged out and possibly a small portion of Cook's Point immediately below, in order to form a better alignment.

4. About two miles below Morrisburg, 'Jackass shoal,' which lies in the middle of the river, requires to be removed. This shoal is triangular shape, and although carefully marked, long tows of barges have been known to break up during heavy storms and foggy weather, some of the barges becoming total wrecks.

5. The next objectionable feature that presents itself is at the lower entrance of the Rapide Plat canal, at Morrisburg. The channel at this point could be materially improved by cutting down Rose's Point situated a mile below Morrisburg.

6. At Pine Tree Point, opposite which is the narrowest part of the St. Lawrence, about two miles east of the village of Iroquois.

For some distance below this point the vessels follow the American or south side of the river and have to cross over, opposite Iroquois, in order to get into the entrance to lock No. 25.

Complaints have frequently been made by vesselmen on account of having to follow such a long wandering course instead of a more direct one.

To overcome this, a cut through Pine Tree Point would require to be made, and from thence a continuous series of small shoals would have to be dredged out in order to reach the lock in a more direct course.

7. The last and probably the most objectionable features of the river channel, is at a place about two miles west of Iroquois, where the river takes a sharp turn south of Toussant's Island.

During the navigation season, it has happened frequently that boats get into trouble in making this sharp turn, coming down stream, by running aground on the shoals of Toussant's Island. It is also a fact that owing to this danger, navigation companies have withdrawn their vessels from the St. Lawrence route. This inconvenience would be released by cutting a new channel between the north side of Toussant's Island and Presqu'Isle of the mainland.

I trust that these observations will meet with favourable consideration, that surveys of these places may soon be ordered to be made, and that the department may shortly realize the necessity of undertaking some of the most important suggested improvements.

I have the honour to be, sir,
Your obedient servant,
L. N. RHEAUME,
Engineer in charge Ontario-St. Lawrence Canals.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

St. Catharines, Ont., March 31, 1910.

Sir,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1910.

NAVIGATION SEASON.

The canal opened for navigation on April 15 and closed December 20, 1909.

ACCIDENTS.

One serious accident occurred during the year, the Steamer *Gargantua,* bound up on May 16, 1909, carried away three gates in lock No. 21. Repairs were carried out quickly, spare gates being stepped and navigation resumed in twenty hours.

IMPROVEMENTS—NEW CANAL.

Mr. Joseph Battle has completed his contract to build dock south of the town of Welland, and the dock is now being used occasionally.

Mr. W. E. Phin has not quite completed his contract for widening the canal about a mile north of Welland. He is now trimming the slopes, and the whole work will be completed in a couple of months.

PORT COLBORNE.

Messrs. Hogan and Macdonnell have made slow progress with clearing up the excavation of the outer harbour. A good channel, 22 feet in depth, at a time when there is 14 feet of water on the sill of the lock is available to the elevator, and the contractors are now making an effort to have the whole harbour cleared and the contract completed by October 1.

The government elevator did a small amount of business last fall, and it is expected will do a fair business the coming year. The Grand Trunk Railway Company have decided to use it for lightering grain to Port Dalhousie instead of their own old elevator. The railway spur connecting the Grand Trunk with the elevator was completed in 1909 by the department.

REPAIRS—NEW CANAL.

Ordinary repairs to structures on the new canal were carried out during the year.

Mr. David Walker completed his contract for placing rip-rap on certain portions of the summit level where the old stone had been washed away by high water and the action of waves caused by passing vessels.

A dangerous leak broke through the bank at lock No. 19 weir on July 11, necessitating the drawing of the level, delaying navigation two days, during which time the leak was temporarily stopped, and while the water was out of the canal in March, 1910, an old dry wall at the head of the weir through which the water passed was torn down and rebuilt in concrete.

REPAIRS—OLD CANAL.

The water was not drawn from the old canal this spring, the foundations of the locks and weirs being considered in safe condition.

A new steel bridge, with concrete floor, was placed over the raceway at lock No. 2.

WELLAND CANAL FEEDER.

The lock at the junction was unwatered in the spring of 1909, the foundation repaired and new gates placed in position.

The swing bridge across the feeder at Bolton road was entirely rebuilt on a pile and concrete foundation. A new wooden superstructure was built, the bolts and castings from the old bridge at Port Robinson lock being utilized.

PORT MAITLAND.

Mr. M. J. Hogan satisfactorily completed his contract for renewing superstructure of west pier at Port Maitland with concrete.

PORT ROBINSON.

The swing bridge across the head of the lock was replaced by the old bridge which formerly crossed the new canal a short distance north of the village, it being cut down to suit its new requirements.

WELLAND SHIP CANAL.

During the past year a large number of borings were taken along the route of the proposed Welland ship canal mentioned in my last report. This work will be continued during the coming year before a definite line is decided upon.

GENERAL.

The water in Lakes Erie and Ontario was kept well above normal during the whole of the year.

Mr. John E. Scott, overseer of the feeder division, was superannuated on May 1, 1909.

The following superannuated employees died during the year:—

Michael McCarthy, on June 2, 1909.
John E. Scott, on June 17, 1909.
Aaron Higgins, on December 7, 1909.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,
Your obedient servant,
J. L. WELLER,
Superintending Engineer.

W. A. Bowden, Esq.,
Chief Engineer, Dept. Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1910.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	1909.	Ft.	In.	Ft.	In.
April	13	8	12	7	November	12	8	12	4
May	14	6	13	6	December	12	4	12	1
June	14	6	14	2	1910.				
July	14	3	14	0					
August	14	2	13	9	January	12	3	11	11
September	13	10	13	2	February	12	3	12	1
October	13	1	12	7	March	12	10	12	2

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1910.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1909.	Ft.	In.	Ft.	In.	1909.	Ft.	In.	Ft.	In.
April	13	2	10	8	November	13	7	10	8
May	13	6	11	8	December	16	0	13	0
June	13	2	11	11	1910.				
July	13	0	12	4					
August	12	6	12	1	January	12	2	9	8
September	13	0	11	4	February	11	0	10	2
October	14	5	10	6	March	11	11	10	6

STATEMENT of Damages to Welland Canal property during the fiscal year ending March 31, 1910, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date paid.	Where paid.
1909.		$ cts.	$ cts.	1909.	
May 12....	Tug 'J. E. Russell'........... ...	30 00	30 00	May 14....	Port Colborne.
June 2....	Str. 'Corrunna'..................	26 94	26 94	Aug. 3....	Port Dalhousie.
May 16 ...	" 'Gargantua'..	6,485 66	5,000 00	May 18....	Port Colborne.
July 29 ..	" 'Robt. Wallace'.........	100 10	100 10	Aug. 24....	Port Dalhousie.
				1910.	
Nov. 11....	" 'Samuel Marshall'........ .	100 05	100 05	May 18....	Port Dalhousie.

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

SAULT STE. MARIE, Ont., April 1, 1910.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1910.

The canal opened for traffic on April 21, 1909, and closed on December 16, having been in operation for 225 days. Traffic was interrupted on three occasions, amounting in all to about 14 days.

Traffic passing this point during the last season showed a very large increase over the figures for 1908, but amounted to about the same as in 1907. The traffic through the Canadian canal, however, showed an increase of 86 per cent over 1908 and 46 per cent over 1907, indicating that a larger proportion of the traffic went through the Canadian canal than heretofore, which was owing, largely, to the fact that the depth of water on the sill of the Canadian lock is about six inches greater than on the sill of the American lock, and also owing to the fact that the approaches to the Canadian canal have been greatly improved.

The usual exchange of ship's reports was made with the St. Mary's Falls canal from which a statistical report has been compiled and published by the United States canal authorities, of the traffic passing this point, and from which the following statement is derived.

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of Carrying per mile ton.	Estimated Value of freight carried.	Percentage of Freight carried in Canadian Vessels.	Number of Passengers.
				Mills.	$	p. c.	
1855	193	106,296	14,503	....	....	....	4,270
1860	916	403,657	153,721	....	....	....	9,230
1865	997	409,062	181,638	....	....	....	19,777
1870	1,828	690,826	539,883	....	....	....	17,153
1875	2,023	1,259,534	833,465	....	....	....	19,685
1880	3,503	1,734,890	1,321,906	....	....	....	25,766
1885	5,380	3,035,987	3,256,628	....	....	....	36,147
1890	10,557	8,454,435	9,041,213	1·3	102,214,948	3·5	24,856
1891	10,191	8,400,685	8,888,759	1·35	128,178,208	4·0	26,190
1892	12,580	10,647,203	11,214,333	1·31	135,117,267	3·8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	·99	143,114,503	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,056
1896	18,615	17,249,418	16,239,071	1·0	195,146,842	3·	37,066
1897	17,171	17,619,923	18,982,755	·83	218,235,927	3·0	40,213
1898	17,761	18,622,764	21,234,634	·79	233,069,739	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·5	281,364,750	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,011,959	3·0	58,555
1901	20,041	24,626,976	28,403,065	·99	289,906,865	4·0	59,663
1902	22,659	31,955,582	35,961,146	·89	358,306,300	4·0	59,377
1903	18,596	27,736,444	34,674,437	·92	349,405,014	6·0	55,175
1904	16,120	24,364,138	31,546,106	·81	334,502,686	6·0	37,695
1905	21,679	36,617,699	44,270,680	·85	416,965,484	5·0	54,204
1906	22,155	41,098,324	51,751,080	·84	537,463,454	5·0	63,033
1907	20,437	44,087,974	58,217,214	·80	569,830,188	5·0	62,758
1908	15,181	31,091,730	41,390,557	·69	470,141,318	7·0	53,287
1909	19,204	46,751,717	57,895,149	·79	626,104,173	6·0	59,948

ACCIDENTS.

On June 9 last, at 1.45 p.m., while the Canadian Pacific Railway Company's steamer *Assiniboia* was in the lock, the *Crescent City* of the Pittsburg Steamship Company entering the lock at the upper end, and Mr. C. S. Boone's dredge No. 10 was lying near the end of the lower north entrance pier the steamer *Perry G. Walker*, of the Gilchrist Transportation Company, entered the lower approach to the canal and attempted to make a landing at the north pier, but through some misunderstanding of the signals the engine failed to reverse in time and the steamer was carried against the south lower main gate, forcing it back and allowing the north gate to fall over. The force of the current carried the *Walker* back, her bow swinging to the south and the *Assiniboia* was carried down against her, striking a glancing blow on the starboard side amidships.

The *Crescent City* made every effort to retard her motion by getting lines out and reversing her engine, so as to give the other vessels time to get out of the way, but she was carried against the *Assiniboia*, striking the latter a glancing bow on the starboard quarter.

The *Walker* also collided with the north and south entrance piers, doing serious damage to both of them.

The *Crescent City* dropped on to the breast wall of the upper main gates, carrying away the timber work from the top and lower face of the wall and also breaking off the corner of the masonry.

Both the *Assiniboia* and *Crescent City* collided with the lower main gates in passing, breaking both gates, the north gate on a line parallel to the timber and the south gate on an oblique line from the centre of the bottom timber to about the centre of the toe of the gate.

All the vessels made their way to the American side of the river, with the assistance of tugs, where they were examined by divers. The *Assiniboia,* after waiting some hours and making sure that she was not seriously damaged, proceeded on her way to Owen Sound. The *Walker,* after making some temporary repairs was able to proceed up through the American lock on the 12th, on her way to Superior. The *Crescent City* sank at the wharf on the American side of the river, but was raised three or four days later and proceeded on her way to Cleveland.

The upper main gates, which were open at the time of the accident, remained in position for a few moments, but were finally drawn away from the wall by the current and torn from their fastenings.

The auxiliary gates were made secure and then attention was given to the closing of the movable dam, which work was accomplished at 9 p.m., with the exception of six wickets which jammed and one wicket frame which buckled so badly that it could not be used, and was hoisted up out of the way. The six wickets were forced down to place with fifty ton hydraulic jacks.

The space, 6 feet x 25 feet, which should have been closed by the broken wicket and frame, was closed by making a bulkhead of 10- inch x 12-inch x 24 feet pine timbers and forcing it down with hydraulic jacks. In this operation two fifty-ton and one one-hundred ton hydraulic jacks were used, and the bulkhead forced down 24 feet, when it refused to go further, and the final 1 foot of space closed by loading a stick of timber with sand bags and lowering it down until the current took it in to place.

This placing of the bulkhead proved to be a work of considerable difficulty, owing to the fact that the timber had to be forced over the rivet heads and brace rods on the upper side of the frames. Had the surface of the frames been smooth much less difficulty would have been experienced.

The openings between the wicket frames were partly closed with planks, bundles of straw and sand bags and on the afternoon of the 13th it was decided to make an attempt to close the auxiliary gates, the necessary tackle having previously been got ready.

At 3.10 p.m. on the 13th, with the current running at three miles per hour, the auxiliary gates were safely closed, having been severely strained during the operation.

Forty-five minutes after the gates were closed the water had risen to the upper level between the gates and the dam, giving an idea of the amount of leakage through the dam.

The upper and lower guard gates were then closed, considerable difficulty being experienced in closing the latter owing to the large amount of sediment deposited around the gates, and the pumps were not started until 2 a.m. on the 14th. The work of pumping out the lock proceeded very slowly, as the culvert leading to the pumps was badly clogged.

After the lock was unwatered, it was found that the breast wall at the upper main gates was swept clean of sheaves, timber work, &c., and the top corner of the lower side of the wall chipped off. New sheaves, which were on hand, were placed, new timbers put in position and the wall repaired with concrete.

In the bottom of the lock, immediately below the upper breast wall, both thicknesses of planking were torn off for a considerable area and the timbers over one culvert broken for an area of about 10 feet square, apparently by the south main gate when it was carried away. These timbers and planking were replaced.

Thirty-six of the forty gratings, which cover the entrance to the culverts at the upper end, were torn off and carried down into the culverts. These had to be taken to pieces, straightened and replaced.

A very large quantity of sand and stones, carried down from above the lock, was deposited at both ends of the lock, and in the culverts, all of which was removed.

Three light cables, which crossed the lock at the lower end and which were carried away, were replaced.

All of the work in the lock bottom was completed at noon on the 17th, the water let into the lock, and the work of raising the dam commenced.

The damaged lower main gates were removed and placed behind the lower entrance pier. The upper main gates were located by sweeping, on the bottom in the lower entrance and were raised and placed behind the lower entrance pier.

The lower entrance was swept and a large deposit found immediately below the lock, all of which was removed by a dredge, and a derrick scow with a diver.

The spare upper main gates which were built last spring were stepped at 4 p.m. on the 18th, but owing to some difficulty in the fit of the gates, the lock was not opened for traffic until 5.30 p.m. on the 21st.

The locking of vessels was resumed with the new solid timber upper main gates and the old frame auxiliary gates, the latter being used in place of the lower main gates which were carried away. The only other gates left were the old frame upper and lower guard gates. These frame gates were all in bad condition, more particularly the auxiliary gates, and it was thought best to abandon them and replace them with solid timber gates. A contract was, therefore, entered into with Messrs. Roger Miller & Sons to build seven pairs of gates, that is, one pair of upper guard gates, one pair of lower guard gates, one pair of upper main gates for spare, two pairs each of lower main and auxiliary gates, one pair of each being for spare; so that when the contract for the building of gates is completed the lock will be equipped throughout with solid timber gates and with spare gates for the upper and lower main and auxiliary gates.

A full set of solid timber gates will be stepped by the opening of navigation this season, and all gates will be equipped with fastenings so that when they are pulled back into the recesses they will be locked to the wall, and thus be secured from being carried away in case of another accident of this kind.

The movable dam, which on the whole was a decided success, developed a number of weaknesses, more particularly in the bracing of the wicket frames. This bracing on the lower end of the frames consisted of 1-inch rods, most of which bent, allowing the frames to buckle; one frame being as much as 5 feet out of line at one end.

A great deal of difficulty was experienced in forcing the bulkhead down and also in placing planks over the openings between the frames on account of the brace rods and round rivet heads which interfered. The dam could be much improved by making the upper face of the frames smooth, by countersinking the rivets and placing the bracing on the inside of the frame, so that timber for planks could be forced down, if it became necessary to close the water off completely.

The cribwork of the lower entrance piers, where damaged by the *Walker,* has since been repaired.

At noon on September 5 the steamer *A. H. Hawgood,* belonging to Messrs. Hawgood & Co., of Cleveland, while downbound and crossing over from the south to the north pier, failed to answer her helm readily and came against the north wall with such force as to turn the float up on edge.

A hole 2 feet x 6 inches x 6 inches was made in her No. 1 port tank, which filled and the vessel settled about two and one-half feet to port. She was backed up to the end of the north pier and lightered and was passed down through the lock at 2 a.m. Traffic was not interrupted.

At 10 p.m. on September 25 the steamer *Midland King,* of the Midland Navigation Company, when approaching the lock from below, sheared to starboard, striking the lock wall, crushing in her fender streak and bending a plate between frames on the starboard side.

On November 26, while the steamer *Empress of Midland,* of the Midland Navigation Company was working her way towards the lock, along the north upper entrance wall, with two linemen ashore, the lock valves were partly opened, creating a current. The vessel was checked with her lines, which parted, allowing her to swing across the canal with her stern against the south wall. The captain then attempted to swing the stern of the vessel back by working the wheel when the blades of the latter were stripped off by striking the wall.

On December 27, while repairs to the lock were in progress, one man fell from the top of the wall down to the bottom of the lock and was instantly killed, while another man who was on the lock bottom had his arm broken by a falling timber.

PRECAUTIONS TAKEN TO PREVENT ACCIDENT TO THE LOCK.

Owing to the accident to the canal on June 9 last it was considered necessary to take precautions to prevent such accident in future, and to accomplish this end rules were posted up in the office to regulate the movement of boats approaching the canal. To see that these rules were carried out and to assist boats in landing at the piers, two extra linemen were appointed and stationed, one on the south pier in the lower entrance and the other on the north pier in the upper entrance.

All vessels are expected to come to a stop at the entrance piers, unless the gates are open for them, and to put linemen ashore. They are then permitted to enter the lock with their lines ready to check the movement of the vessel if necessary.

CONGESTION OF TRAFFIC.

Owing to the large increase in traffic during the last season, and also owing to the fact that the movement of vessels is not continuous, some days there being comparatively few boats and on others a great many, it was found impossible on busy days to accommodate all the waiting vessels at the piers, and a number were compelled to anchor out in the river to await their turn. As the place of anchoring is about two miles above the lock and beyond the control of the lockmaster, it became necessary during the latter part of last season to put on a patrol boat to regulate the movement of these vessels, send them to the lock in their proper turn and prevent them from racing for the lock. These arrangements worked well and it would seem desirable in view of the probable large increase in traffic in the future to continue them permanently.

INTERRUPTIONS TO TRAFFIC.

On two occasions during the past season the Poe lock of the American canal was out of commission, on the first occasion for three days, when the Canadian canal was working continuous for 101 hours passing 184 vessels of a total net registered tonnage of 553,287; and on the second occasion for eight days when the Canadian canal was in continuous operation for 264 hours passing 460 vessels of a total net registered tonnage of 1,372,145.

On the latter occasion the blockade of vessels proved to be quite serious, there being at one time 87 vessels waiting in the river above and 25 vessels waiting in the river below the canal.

Most of these vessels were delayed from 60 to 100 hours, while four vessels, which were too wide for the Canadian lock, were delayed a week. An estimate of the loss to the vessels delayed, based on their earning capacity, shows a loss of $250,000.

OBSTRUCTION TO NAVIGATION.

A great deal of trouble was experienced during last season by vessels grounding near the end of the north upper entrance wall. Soundings taken at this point showed a deposit of clay and stones about 25 feet in width by 150 feet in length. This shoal was removed by a dredge and derrick scow.

PAVEMENTS.

Owing to the numerous accidents which have occurred to lockmen and others in walking along the lock wall where lines from vessels were stretched across, a concrete pavement was constructed parallel to the lock and behind the mooring posts.

DRAFT OF VESSELS.

It has been found in the past that the marks on the bow and stern of vessels, indicating their draft, do not give the correct draft of the vessels, owing to the fact that loaded vessels will sag amidships as much as six inches when loaded. This has resulted in vessels being locked through with a greater draft than that recommended and the gate cables were frequently cut, causing considerable delay. This suggests tho desirability of having all vessels marked amidships as well as at bow and stern, and an attempt was made during last season to have vessel owners mark their vessels in this way.

RANGES.

At the opening of last season the rear lower entrance range tower was blown down in a storm, and a temporary range was established by using the front range for a back range and erecting a temporary range in front. The rear tower has since been erected and the range restored as before.

In the upper entrance the old range was abandoned during last season owing to the dredging operations which were in progress and a temporary range erected. As the dredging of the channel was completed and a new centre line adopted, two new steel towers were erected for front and back ranges, and the old wooden beacon which formerly acted as a front range will shortly be removed.

NORTH UPPER ENTRANCE PIER.

This pier, which had been in a bad condition for some time, collapsed at the shore end during the early part of last season, and it was decided to dredge out the old pier and rebuild it on a line continuous with the north entrance wall. Accordingly a contract was entered into with Mr. J. J. Collins on September 18, 1909, to rebuild the pier, but owing to the lateness of the season nothing was done. This work will be commenced, as soon as the weather will permit, this spring.

NORTH LOWER ENTRANCE PIER.

The portion of this pier above water is in bad condition, and will be required to be overhauled. A portion of this work will be done during the coming season and the remainder carried over another year.

I have the honour to be, sir,
Your obedient servant,
J. W. LeB. ROSS,
Superintending Engineer.

W. A. Bowden, Esq.,
Acting Chief Engineer,
Dept. Railways and Canals,
Ottawa, Ont.

SAULT STE. MARIE CANAL.

Comparative Statement since Opening of Lock, Sept. 9, 1895.

	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895.		1896.		1897.	
Period open	Sept. 9. Dec. 6.		May 7. Dec. 10.		April 21. Dec. 14.	
Canadian registered tonnage	125,240	...	586,571	461,331	398,343	—188,228
U.S. registered tonnage	623,131	...	3,810,794	3,187,663	3,406,018	—404,776
Total tonnage	748,371	...	4,397,365	3,648,994	3,804,361	—593,004
Lockages	698	...	3,042	2,344	2,976	—66
Vessel passages	1,193	...	5,189	3,996	4,376	—813
Time passing lock	212 h. 27 m.	...	984 h. 22 m.	771h. 55m.	684 h. 11 m.	300h. 11m.
Average time lockage	18.26 m.	...	18.42 m.	...	13.97 m.	
	1898.		1899.		1900.	
Period open	April 11. Dec. 9.		April 26. Dec. 20.		April 23. Dec. 16.	
Canadian registered tonnage	403,331	4,988	561,759	158,428	579,528	17,769
U.S. registered tonnage	2,354,606	-1,051,412	2,388,441	33,835	1,616,139	—772,302
Total tonnage	2,757,937	-1,046,424	2,950,200	192,263	2,195,667	—754,533
Lockages	2,520	—456	2,610	90	2,205	—405
Vessel passages	3,712	—664	3,820	108	3,163	—657
Time passing lock	609 h. 30 m.	-74h. 40m.	643 h. 16 m.	33h. 46m.	541 h. 24 m.	-101h 52m.
Average time lockage	14.51 m.	...	14.78 m.	...	14.73 m.	
	1901.		1902.		1903.	
Period open	April 20. Dec. 21.		April 1. Dec. 20.		April 2. Dec. 13.	
Canadian registered tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U.S. registered tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	- 93,049
Total tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	—176
Vessel passages	4,243	1,080	5,169	926	4,418	—751
Time passing lock	724 h. 38 m.	183h. 14m.	925 h. 57 m.	201h. 19m.	883 h. 10 m.	-42h. 47m.
Average time lockage	14.96 m.	...	16.25 m.	...	16.34 m.	
	1904.		1905.		1906.	
Period open	April 30. Dec. 26.		April 10. Dec. 20.		April 10. Dec. 20.	
Canadian registered tonnage	1,557,335	—59,050	1,799,336	242,001	1,959,186	159,850
U.S. registered tonnage	2,637,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	—230	4,031	1,019	4,152	121
Vessel passages	4,092	—326	5,853	1,761	5,913	60
Time passing lock	811 h. 28 m.	-71h. 42m.	1060 h. 38 m.	249h. 10m.	1131 h. 23 m.	70h. 24m.
Average time lockage	16.16 m.		15.79 m.		16.35 m.	
	1907.		1908.		1909.	
Period open	April 22. Dec. 15.		April 21. Dec. 15.		April 21. Dec. 16.	
Canadian registered tonnage	2,288,349	329,143	2,556,552	268,203	2,912,586	356,034
U.S. registered tonnage	9,887,633	5,487,643	7,038,389	-2,849,244	14,899,562	7,861,173
Total tonnage	12,175,982	5,816,786	9,594,941	-2,581,041	17,812,148	8,217,207
Lockages	4,596	444	3,667	929	5,046	1,379
Vessel passages	6,153	240	5,344	809	6,420	1,076
Time passing lock	1378 h. 58 m.	247h. 35m.	1258 h. 50 m.	-120h. 8m.	1853 h. 45 m.	594h. 55m.
Average time lockage	18.10 m.		20.60 m.		17.31 m.	

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, April 1, 1910.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1910.

Navigation opened at Ottawa on May 1, 1909.

Navigation opened at Kingston Mills on May 1, 1909.

Navigation closed at Ottawa on November 30, 1909.

Navigation closed at Kingston Mills on November 29, 1909.

My last report which was written a few days before the spring freshet commenced last year, stated that I did not anticipate any serious damages therefrom, but I regret to have to record a most serious washout in the bank of the river at Black Rapids lock station, where the new dam abutted into it, on the Gloucester side of the river—a washout which delayed through navigation to Ottawa until the middle of June, as the break could not be closed until the water had subsided.

Particulars of this accident will be found under the heading of 'Black Rapids' in this report.

With the exception of the delay at the above mentioned point, navigation was uninterrupted for the whole season.

This year the spring freshet commenced the first week in March—a phenomenally early break up; earlier in fact than has ever been recorded in the history of the canal, and the water rose so fast that the work of rebuilding the west bulkhead at Hogsback (which was going on at the time) had to be temporarily abandoned, as it could not be completed until after the water had subsided. The apron is still too deeply submerged to resume work, but we have a month yet before navigation opens, and as the water must surely fall now that the freshet is subsiding, I have no anxiety about having the structure ready for navigation by May 1; in fact one week will be sufficient to raise all the bents, as all the sills except one are in place and the rest of the structure is framed ready for erection.

The principal works and repairs executed along the line of the Rideau canal during the past fiscal year ending March 31, 1910, are as follows:—

OTTAWA LOCK STATION (8 Locks and Basin).

Two pairs of lock gates for locks Nos. 5 and 6 were framed last summer, and are now being hung in place. The wide flight of stone steps on each side of lock No. 3, which had been dangerous on account of the disintegration of the stone, were covered last summer from top to bottom with a three-inch coat of fine concrete. The result is most satisfactory as this cement coating has stood the frost of last winter without a crack; and now these two fine flights of steps—which are sixteen feet wide, and each of which contains 20 steps—are as good as new. Sundry small repairs were made to the wharfs and roads round the canal basin.

A large quantity of stone was taken from the excavation for the new Grand Trunk railway hotel at the head of the locks—the stone having been given free by the contractor, Mr. John O'Toole, and taken on our scows to Black Rapids lock station; and there used for filling the new cribs built last winter. The Grand Trunk Railway Company is now, by permission of the Department, taking down the old cribwork on the east side of the basin, and building in its place a fine concrete retaining wall, from Sappers to Laurier bridges.

OTTAWA EAST SWING BRIDGE.

The approaches and swing span were replanked. An iron pipe railing on cast standards was erected by contract with the International Marine Signal Company, of Ottawa. Small repairs were made to the timber rest piers, and the bridge and the bridge keeper's house were painted.

BANK STREET SWING BRIDGE.

The east pier of the bridge (which was being built when I made my last report) was completed. The turntable was repaired and small general repairs made. The bridge keeper's house and the bridge were painted.

CONCESSION STREET SWING BRIDGE.

Small repairs were made to the flooring of the bridge, and the bridge and the bridge keeper's house were painted. The roadway between this bridge and the St. Lawrence and Ottawa Railway bridge (Canadian Pacific Railway) across the top of Dow's lake dam, was raised and graded with gravel; the work being done by contract with Mr. Owen McCarten, of Billings Bridge, Ont.

HARTWELL'S LOCK STATION (2 Locks).

The lockmaster's and lock labourers' houses were painted. About 900 feet of the eastern side of the cut were rip-rapped with stone to save the banks, and sundry repairs were made to the station generally.

HOGSBACK LOCK STATION (2 Locks and 1 Swing Bridge).

The lower end of the apron below west bulkhead was extended about 70 feet down stream, and has answered its purpose well; but it requires to be still further carried out this summer, to reduce the steep pitch of the water and ice during freshets, to save the scouring out of the soft shale rock at its foot. A new double boom was placed across the bay above the bulkheads to anchor the ice. A considerable length of the cut was rip-rapped with stone to save the erosion of the banks, which work has been gradually carried on for the past few years, and I hope this summer will complete it.

The west bulkhead which had become unsound from age, was taken down, the new one having been framed last year. The front of this structure was excavated and sheeted down to the rock; but before the bents could be erected, the unusually early break up, which occurred the first week in March, fully one month ahead of its usual time, flooded the site of the work, and we were consequently forced to cease work temporarily, until the water subsided. All the new sills, excepting one, were in place, and nothing remained but to erect the bents upon them and connect them with the roadway at each end.

This could have been done in a week, had the water not stopped the work; and it will be finished before navigation opens. No damage of any kind occurred, and we saved all the framed timber which was lying ready to erect. The only inconvenience occasioned was the interruption to highway travel across the bulkheads, but as this roadway is not recognized as a bridge (having been always posted 'No thoroughfare' at each end), no one has any real grievance at being turned back; but in order to protect the public, barriers have been erected at each end, and a night watchman placed in charge until the crossing is re-established.

The rest and protection piers above the upper lock were rebuilt, the lockmaster's house was painted, and sundry repairs were made to the station in general.

BLACK RAPIDS LOCK STATION (1 Lock).

As stated in the preamble to this report, very serious damage was done by the washing out of the river bank on the Gloucester side, at the point where the new dam was built into it. The freshet in 1909 was the highest ever recorded, and the water cut round the end of the dam abutment and into the banks (which are nothing but sand) to such an extent that the dam was left standing about 200 feet out in the river. An enormous quantity of sand was cut out of the banks which are about 25 to 30 feet high; but fortunately it found its way into deep portions of the river below, and shoals were formed away from the channel, so that no obstruction to naviagtion arose from this cause.

To close this breach in order to impound the water for navigation, a coffer dam of square timber cribwork had to be put in, extending diagonally upstream for 375 feet; and great difficulty was experienced in connecting it with the shores, on account of the sand formation, which was eaten away by the water whenever a junction with the banks was made. Eventually, however, this was done; much vexatious delay having occurred whilst waiting for the first volume of the freshet to subside, and the cribs were placed in position and loaded with sacks of sand (no stone being available).

Tho next difficulty was the caulking of these cribs, as after they were sheeted with 3-inch plank, the water continually scoured underneath them, as the botttom was also fine sand and boulders; but in the end the leakage was finally overcome by means of large canvas tarpaulins, each being 200 feet x 40 feet, which were nailed to the sheeting and held out in tho water by ropes and gradually allowed to be drawn down by the suction of the leakage. Sand and clay were then piled on top of the canvas. and the leakage stopped sufficiently to maintain navigation and allow of the repairs being made to the main dam.

All this work involved a delay to navigation of about six weeks, but when it is remembered that the coffer dam had to be built in the. middle of a rushing river over 12 feet deep, with no anchorage but sand hills, no foundation but sand, and no ballast but sand bags; and also the fact that all the materials used in its construction had to be transported eleven miles to the site of the work over country roads, and at a season of the year when all roads are at their worst, I think it will be admitted that no undue delay was occasioned to the boatmen.

By direction of Mr. M. J. Butler, late chief engineer, the main dam was extended 100 feet, and a wing crib was built both above and below the dam, and up the gully into the bank.

The whole of the main dam has been covered with ¼-inch steel plate; the plate having been purchased from Messrs. Drummond, McCall & Company, of Montreal. and the contract of laying the same having been awarded to the International Marine Signal Company of Ottawa. The new dam has stood the present freshet well, but there is a troublesome leakage under the wing crib at the point where it turns up the gully. I am of the opinion that 10-inch x 12-inch square piles are required all round the face of this portion of the crib, as sheeting cannot be driven down by manual power through the sand and boulders; but a pile driver can drive square timber down, and in this way I hope check the leakage. I have sent our pile driver down to the spot, and the piles will, I hope, arrive in two weeks, which will give us two weeks to drive them before navigation opens, after which it is proposed to deposit clay by means of a dredge and dump scows to completely staunch all the leakage.

Tho stone filling for all this work, amounting to over 3,000 cubic yards was supplied from our own quarry; but taken out and delivered into the cribs by contract with Mr. Bruley, of Billings' Bridge, Ont. The lower gates of the lock were rebuilt and the lower mitre sill renewed and concreted—the latter work necessitating the pumping out of the lock. The waste weir bulkhead was also renewed, and a new stone filled cribwork facing was built from the lock to the waste weir. The lay-by piers above the lock were also rebuilt, and repairs were made to the ice breakers in the river.

LONG ISLAND LOCK STATION (3 Locks and 1 Swing Bridge).

A new boom was framed and laid at the head of the island, and repairs made to the tops of the piers at the same place. Repairs were made to the piers at the White Horse dam, and sundry small repairs made to the station in general.

MANOTICK BRIDGE.

The bridge was painted by the bridge-tender, and sundry repairs made to the flooring and piers.

WELLINGTON BRIDGE.

Sundry small repairs were made to the flooring of the bridge by the bridge-tender. Next winter, however, the entire superstructure requires to be raised off the piers, and the latter rebuilt down to low water mark.

BECKETT'S LANDING BRIDGE.

No repairs were made to this bridge.

BURRITT'S RAPIDS LOCK STATION (1 Lock).

Extensive repairs were made here this winter to the south chamber wall and both upper wings of the lock, which were taken down and rebuilt—the lock having to be dammed above and below and pumped out for this purpose.

The lower gates were also renewed. A considerable stretch of the north side of the upper cut was faced with stone and filled up where it had been washed away—thus continuing the work commenced last year. Sundry small repairs were made to the station in general.

BURRITT'S RAPIDS BRIDGE.

The only repairs at this bridge consisted of pointing the masonry of the piers, which work is still in progress.

NICHOLSON'S LOCK STATION (2 Locks and 1 Swing Bridge).

Two pairs of lock gates were renewed, *i.e.*, the upper gates of the lower and upper locks respectively, and two new sluice frames were put in. The upper wing walls, upper sill and gate recesses of the upper lock, were taken down and rebuilt with new stone. The lower sill of the upper lock was repaired, concreted and planked, and the chamber walls grouted. The old timber waste weir at the head of the upper cut was taken out and a masonry weir built in its stead. Sundry small repairs were also made to the station in general.

CLOWES LOCK STATION (1 Lock).

Small repairs were made to the station generally, and some stumps were blasted out of the river above the lock, during the winter.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

The north waste weir, which was slightly damaged by ice a year ago, has been repaired; as were also the stop-log piers at the head of the cut. Some new stop-logs were framed, and sundry small repairs were made to the station in general.

KILMARNOCK LOCK STATION (1 Lock and 1 Bridge).

The timber bulkhead was taken down and rebuilt during the winter, and repairs made to the back dam in the break ground. This dam is merely a pile of stones and cannot be made tight within a reasonable expenditure. A new dam should be built further up the river; and I intend making an examination of the river for this purpose during the coming summer.

EDMONDS LOCK STATION (1 Lock).

The by-wash was re-covered and planked. Two new swing bars were framed and placed on the lock gates. Some wire fencing was erected round the lock house, and sundry small repairs were made to the station generally.

OLD SLY'S LOCK STATION (2 Locks and 1 Bridge).

Sundry small repairs were made to the station in general.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

The old frame addition to the lock house was torn down and rebuilt, and the whole building re-shingled. A new flight of steps was built on the south side of the upper lock near the band stand to save the lock slopes. A new circular rest wall of concrete was laid under the heel of the swing bridge, and two new swing bars were framed for the lock gates. The work of filling up the south side of the basin was continued last year as usual, and now a large area of this useless stretch of water is filled up, and is proving a great saving in water, and also has reduced the leakage at that point. The work will be continued this year.

SMITH'S FALLS DETACHED LOCK STATION (1 Lock and 2 Bridges).

A new wharf was built at the head of the lock, which will prove of great value to the boats and also be the means of saving much of the water which has hitherto been required to fill the basin. This will not be required as much now as the boats need not go down into the basin, as they can stop at the new wharf. Our dredge excavated a small channel above the dam in the vicinity of the boat houses, in order to give the numerous motor boats a means of access to the main channel. The turntable of the swing bridge was repaired, and sundry small repairs were made to the station generally. The location of the Canadian Northern railway which was laid out along the dam and across the lock, having been objected to on account of being too close to our works, was changed, and is now located about 400 feet above the lock where it will not interfere in any way with navigation.

POONAMALIE LOCK STATION (1 Lock).

The upper lock gates were taken out and repaired, and small repairs were made to the upper sluices. The stop-log piers at the head of the upper cut were also rebuilt from low water line up. The foot of the long concrete dam was repaired where it has been damaged by ice and water, and sundry small repairs were made to the station generally.

I may state that the lockages at this station have increased very largely during the last two seasons; the total number last year being 3,076, an increase of nearly 500 over 1908, and of nearly 900 over 1907.

BEVERIDGES LOCK STATION (2 Locks and 1 Bridge).

The back dam was repaired with clay. The swing bridge was re-planked with 3-inch plank, and some culverts in the cut were repaired. Repairs were made to the lock sluices, and the cribwork protection piers below the lower lock in Rideau lake, which had been heaved up by ice, were replaced and respiked and refilled with stone. Small repairs were made to the lock house and to the station generally.

PERTH BRANCH (Basin and 4 Bridges).

Gore Street bridge was painted. The culvert at Craig Street bridge was repaired, and the roadway from Beckwith street bridge to the Canadian Pacific railway car shops was graded and gravelled. About 900 feet of dry stone walling was built along the face of the canal to protect the clay banks, and sundry small repairs made to wharfs and basin. Bridge-tender Russell deserves the greatest credit for the improvements he has made to the basin and surroundings (which are in the heart of the town), in the shape of the grass lawns and flower beds which he has made and which beautify the spot, and which are much appreciated by the residents of Perth.

BOB'S LAKE RESERVOIR DAM.

No repairs were made last year to this dam, which feeds the Tay river, and which is situated about 24 miles above Perth.

OLIVER'S FERRY BRIDGE.

Sundry small repairs were made by the bridge-tender.

THE NARROWS LOCK STATION (1 Lock and 1 Bridge).

The old by-wash was taken out and a new one framed and put in. Sundry small repairs were made to the station generally.

NEWBORO LOCK STATION (1 Lock and 1 Bridge).

Both the upper wing walls of the lock, the gate recesses, and portions of the chamber walls, were taken down and rebuilt. For this work the lock had to be dammed above and below and pumped out. The work was delayed by the early freshet this year, which filled up the lock; but the dams were raised and strengthened, and the work completed after about ten days delay. Both the upper and lower mitre sills were re-bolted, concreted and planked. Repairs were made to the piers at the head of the cut, and also below the lock. Two small timber piers were built in the lake below the lock, to mark the shoals at Whitehall and Fingerboard islands respectively.

CHAFFEY'S LOCK STATION (1 Lock and 1 Bridge).

One pair of lock gates were renewed, and the swing bridge across the lock was rebuilt. Two new swing bars were framed. Sundry small repairs were made to the lockmaster and lock labourer's house.

DAVIS'S LOCK STATION (1 Lock).

The lay-by piers at the head of the lock were taken down and rebuilt, and the dam was protected in front of the storehouse by means of cribwork. Sundry small repairs were made to the station generally.

JONES'S FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Two of the lock recesses were concreted and repaired. The swing bridge across the upper lock was taken down and rebuilt. Considerable gravel and debris were cleaned out of the lower lock by our diver, who also repaired the lower mitre sill. A small wharf was built at the head of the upper lock for the accommodation of small boats. The two bridges were painted and sundry small repairs were made to the roads and to the dam, and to the station in general.

MORTON DAM.

Some gravel was placed in front of the dam, and small repairs were made to the planking and handrailing.

BRASS' POINT BRIDGE.

No repairs were made to the bridge last year.

BREWER'S UPPER MILLS LOCK STATION (2 Locks, 1 Basin, 1 Bridge).

A considerable quantity of woven wire fencing was erected from the 'Roundtail' to the end of the reserve on the north side of the canal—a distance of over a mile. This was rendered necessary on account of long standing friction between the lock officials and the owner of the land adjoining—each side paying half the cost of the same. Sundry small repairs were made to the station in general.

BREWER'S LOWER MILLS LOCK STATION (1 Locks, 1 Bridge).

The old swing bridge across the lock was taken down and rebuilt; and sundry small repairs were made to the station in general.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

The long bridge across the waste water channel, which was built of timber on trestle bents, was taken down, and a fine structure of steel on concrete piers substituted therefor. The contract for the substructure, consisting of two concrete abutments, rip-rap, dry stone walling, roadway, fencing, &c., &c., was awarded by contract from the department to Messrs. Fallon Bros., of Cornwall, Ont., and the steel superstructuro was awarded to the Hamilton Bridge Works. The old addition to the blockhouse was partly taken down and enlarged, and sundry small repairs were made to the other lock labourers' houses. Three hundred cubic yards of stone were quarried and placed where required on the embankments by contract with Mr. J. Keenan, of Kingston Mills. Small repairs were made to the sluice frames and to the station generally. The basin wall is showing signs of age and will require to be rebuilt next year.

GENERAL.

The usual spring repairs of pointing and grouting the lock masonry, painting of gates and bridges, &c., were made by our lock labourers. The stone for the repairs to the locks last winter was taken out and cut in Westport quarry, where we moved a year ago from Elgin, as the latter quarry was exhausted. The stone is of most excellent quality, and the quarry itself is much more conveniently situated with regard to shipping facilities and consequently the stone costs us far less than when procured at Elgin.

All our large supplies were furnished by tender, the various contracts being awarded by the department as follows:—

Lock gate and bridge timber (B.C. fir), to the Hurdman Lumber Company.

Smaller dimension timber and plank to the Hurdman Lumber Company, the W. C. Edwards Company, Limited, the Ottawa Lumber Company, and the Stewarton Lumber Company.

The Portland cement required was awarded to the Lakefield Portland Cement Company.

The paint was awarded to Messrs. Brandram-Henderson, Limited, of Montreal; and the oil to McColl Bros. & Company, of Montreal.

DREDGING PLANT.

The dredge *Rideau* was employed all last summer in making a 50-foot channel through the drowned lands across Sawlog bay, and she has completed about half the distance. This cut when completed will save over one mile in distance from Poonamalie to Oliver's Ferry. The dredge also excavated a small channel in front of the boat houses at the head of the detached lock at Smith's Falls and wintered in one of the locks at Smith's Falls. A new swinging engine was purchased for her from Messrs. Beatty & Company, of Welland; and a new coal scow was built for her this winter at Ottawa. The tug *Loretta* was employed last season towing scows and delivering timber, stone, paint, oil, &c., along the canal; and also on inspection work.

She has been supplied with a Nash Century steam steering engine, which is not yet fitted up, although it is on board.

The following is a statement of the highest and lowest water on the lower mitre sills of the lower locks at Ottawa and Kingston Mills lock stations respectively, from April 1, 1909, to March 31, 1910:—

Ottawa, Lock No. 1.						Kingston Mills, Lock No. 47					
Highest.			Lowest.			Highest.			Lowest.		
	Ft.	In.		Ft.	In.		Ft.	In.		Ft.	In.
Apr. 30..........	18	7	Apr. 1...	9	6	Apr. 28-30.	8	9	Apr. 1.	8	2
May 28-29........	26	10	May 1....... ..	18	7	May 31..........	9	0	May 11-18.	8	8
June 1..........	26	2	June 30........	15	5	June 1-5.........	9	0	June 29-30.......	8	9
July 1	15	2	July 23........	11	7	July 1-2.........	8	9	July 26-29.......	8	6
Aug. 1......... .	14	9	Aug. 30-31.....	10	0	Aug. 1-5	8	7	Aug. 22-31......	8	4
Sept. 21-23.......	10	2	Sept. 3-6.......	9	9	Sept. 1	8	4	Sept. 23-30.	7	8
Oct. 7-8..........	10	0	Oct. 18	9	0	Oct. 11-12...... .	7	9	Oct. 28-31...... ...	7	4
Nov. 25-27........	9	10	Nov. 7-8. ...	9	1	Nov. 1-14........	7	4	Nov. 15-30.	7	3
Dec. 15....	10	10	Dec. 9-13	9	8	Dec. 1-3.........	7	2	Dec. 24-31.......	6	11
Jan. 24-26........	9	9	Jan. 20........	8	10	Jan. 1-11........	6	11	Jan. 28-31........	6	8
Feb. 1	9	5	Feb. 27-28.....	8	1	Feb. 20-28.	6	8	Feb. 7-10..	6	6
Mar. 31..........	12	9	Mar. 1-3.......	8	2	Mar. 30-31.......	8	0	Mar 1...........	6	8

I have the honour to be, sir,

Your obedient servant.

A. T. PHILLIPS, *M. Can. Soc. C.E.*,

Superintending Engineer.

W. A. Bowden, Esq., C.E.,
Acting Chief Engineer Canals,
Ottawa, Ont.

TRENT CANAL.

SUPERINTENDENT'S OFFICE,
PETERBOROUGH, May 26, 1910.

SIR,—I have the honour to submit herewith my annual report of the maintenance and operation of the Trent canal for the fiscal year, from April 1, 1909, to March 31, 1910.

The extent of the canal completed is the same as last year, viz., 160 miles.

Navigation opened and closed on the different stretches, as follows:—

Division extending from Lake Simcoe to Fenelon Falls, opened May 1, closed November 1.

Division extending from Fenelon Falls to Lakefield, opened April 21, closed November 20.

Division extending from Lakefield to Peterborough, opened May 10, closed November 15.

Division extending from Peterborough to Healey's Falls, opened April 17, closed November 27.

The following work was carried out during the year:—

HASTINGS.

The highway bridge was replanked.

RICE LAKE.

A new pier was built for the lighthouse at the mouth of the Otonabee river. The wharf at Hall's Landing was repaired.

OTONABEE RIVER.

Considerable dredging was done at Yankee Bonnet. There is now a splendid channel with nine feet of water at this point, which heretofore was the most dangerous place between Peterborough and Rice lake.

LOCK NO. 7, (PETERBOROUGH).

The lock and bridge were repainted. A small house was erected for the bridgetender.

PETERBOROUGH HYDRAULIC LIFT LOCK.

The lift lock was repainted.

PETERBOROUGH TO LAKEFIELD.

The canal from the Peterborough lift lock to the golf grounds, a distance of one and one-half miles, was rip-rapped on both sides. From Nassau to Lakefield, a distance of about six miles, the east bank of the canal was rip-rapped. About three miles of fencing was built on this section. The lockhouses were repainted and considerable dredging and drilling were done at the entrance to the lock at Lakefield. A new slide and pier were built at No. 5 dam.

LAKEFIELD.

A shelter 20 feet x 30 feet, for the accommodation of the public was built at the Lakefield dock. The lockmaster's house was repaired and repainted.

LAKEFIELD TO YOUNG'S POINT.

The booms separating the steamboat channel from the lumbermen's channel, between these two points, a distance of six miles, were repaired and new chains placed on the booms.

YOUNG'S POINT.

The office was rebuilt and painted. New arms were placed on the lockgates, and the grounds were levelled off.

STONY LAKE.

A number of private wharfs, that became submerged, by reason of the action of the government in raising the water level in Stony lake for navigation purposes, were raised proportionately. The steamboat channels in the lake were buoyed out.

BURLEIGH FALLS.

The bridge over Perry's creek was rebuilt, as well as the approaches thereto.

LOVESICK.

The lockmaster's house was rebuilt. The lockgates from the water up were rebuilt.

BUCKHORN.

The new concrete dam was taken over from the contractors. The government property was repainted.

BOBCAYGEON.

A new house for the lockmaster was built at Bobcaygeon, and certain minor repairs were done to the dam.

CHEMONG LAKE.

The booms were repaired. An addition to the swing bridge pier was built.

SCUGOG RIVER.

The Scugog river from Sturgeon lake to Lindsay has been kept in good condition for navigation purposes. All the lighthouses were painted and put in good order, a number of new buoys were placed in the river, and the sunken logs were removed from the steamboat channel.

LINDSAY.

The rest pier at the south Lindsay street bridge was repaired and the bridge was replanked.

FENELON FALLS.

A great deal of work was carried on at Fenelon Falls during the past year. A new concrete walk was put in at the lock, some sodding was done, and a water works system for watering the grass was installed. A concrete walk was laid in front of the lockmaster's house, and the grounds levelled up. The work of deepening the channel from Cameron lake to the lock was continued, and a turning basin was completed east of the railway bridge. This is 200 feet long by 175 feet wide. From the Grand Trunk railway bridge to Cameron lake, a distance of about 800 feet, there is a splendid channel. This is fifty feet wide at the railway bridge and about two hundred feet at the entrance to the lake, and has a depth of nine feet. The average depth of the material dredged was about five feet. The material was used to make a breakwater on the north side, from the railway bridge to the lake, and on the south side, from a point about 350 feet below, to the railway bridge and the end of the west entrance.

A storehouse and coal shed were built at Fenelon Falls.

The abutment pier at the south end of the dam from the water's edge was re-built. A new platform was built over the power canal or headgates to the Lindsay Light, Heat and Power Company's plant. A new set of stop logs was supplied here, and a new set of winches was placed in position.

BELOW FENELON FALLS.

In the river below Fenelon Falls, a pier 16 feet x 24 feet was re-built from the water's edge, four courses of timber, and filled with stone. This pier is also used for booming logs.

ROSEDALE.

Some minor repairs were done to the old lock. The bridge was re-planked.

COBOCONK.

The landing pier was repaired and filled in to the shore with stone.

BEAVERTON.

A lighthouse was erected at the entrance of the Beaverton harbour, and the channel to the entrance of the harbour was buoyed out.

LAKE SIMCOE.

The entrance to the canal was buoyed out and some minor repairs were done to the lighthouse.

LAKE SIMCOE TO LOCK NO. 4.

All flood wood and other debris was removed from the channel, some fencing was done on the north side near the Grand Trunk railway track, the high level bridge across the canal on the Grand Trunk railway was painted, the west gate at Lock 4 was repaired, and the roadway at Lock 5 was repaired. A new well was sunk at Lock 5 and a small piece of land sixteen and a half feet in width across Lot 10, immediately south of the Trent canal property was acquired by the department, in order to have sufficient land to construct a drain.

FROM LOCK 4 TO BOUNDARY ROAD BRIDGE.

The coping and rip-rapping on the south side of the canal near Lock 3 was repaired. The lockmaster's house at Lock 3 was painted. Four hundred and fifty feet of tile drain was dug up and made deeper, and the tile replaced, and one hundred feet of open drain made for an outlet westward near Dam 3. The iron bridge across the canal on the Portage Road near 'Keans' was replanked, and a wash-out at the end of the bridge on Trespass road was repaired. The channel immediately west of Lock 2 was deepened by excavating the bottom of the canal for a distance of sixty feet. About three hundred and sixty-five feet of rip-rapping was done on the north side of the canal near Dam 3, about four hundred and eighty feet near Dam 2, sixty feet at a point near Dam 3 aud one hundred aud thirty feet on the south side of the canal opposite the 'Kean' property. 1,670 feet of rip-rapping was done on the south side of the canal, and 500 feet on the north side of the canal. from Lock 2 to Lock 1. The gates at Lock 2 were repaired and a well sunk at this point.

BOUNDARY ROAD BRIDGE TO KIRKFIELD HYDRAULIC LIFT LOCK.

A great quantity of flood wood was taken out of the canal at this point. This flood wood comes down from the flooded reaches of the canal, and if not removed, would be a serious impediment to navigation. A washout near 'Bishop's' property at Bolsover was repaired, and a quantity of stone place in same. A small wash-out, caused by the high water last spring, on the road north of the high level bridge on the Fourth Concession was repaired, and 400 feet of rip-rapping was done along this stretch.

KIRKFIELD HYDRAULIC LIFT LOCK.

Extensive improvements have been carried out at the Kirkfield hydraulic lift lock during the past year. New fences have been erected, a great deal of painting has been done, and a general plan of beautifying the grounds around the lift lock and lock-masters' houses have been adopted.

KIRKFIELD HYDRAULIC LIFT LOCK TO BALSAM LAKE.

One hundred aud ninety-two rods of wire fencing was erected from the town line to the Grand Trunk railway, west of the canal, and three hundred and two rods of wire fencing was placed from the Grand Trunk tracks to the Portage road on Lot 49 west of the canal.

RESERVOIR WATERS.

There is in connection with the Trent canal, what is known as 'reservoir waters,' which consist of numerous rivers and streams, not on the route of, but tributary to the canal. Dams have been built at the outlet of many of the lakes on these streams, and the water is conserved until such times in the dry summer and fall season, as it may be required for navigation and power purposes. Considerable work was done on these waters during the past year, as the following will show:—

GULL RIVER.

Norland.—The dam at this point was repaired.

Elliott's Falls.—A new maple floor was placed in the slide at this dam. new stop-log posts were provided and the dam put into first-class condition.

Moore's Falls.—New rollers were put in, and the dam generally repaired.

Horseshoe Dam.—A new concrete dam was built here. This dam will regulate the flow of the water in the Gull river. The present dam replaces an old wooden structure that had rotted away. The new dam is 16 feet high from the sill, and holds about 10 feet of water on Horseshoe lake, and backs the water up into Mountain lake. The dam has four 20 foot weirs, or sluices, and the piers are six feet wide. The abutment on the east side is 25 feet long at base. On the west side the abutment runs up stream for about 40 feet, so as to form a rest for a boom when running logs to the dam.

Hall's Lake.—The dam between Hall's lake and Bushkong lake was repaired.

Hawk Lake.—The old dam at Hawk lake was repaired by placing in new stop-log posts and a new set of stop-logs. A new platform was also placed on the dam. This is a depot dam, there being a camp here for the caretaker of the Gull river works. This camp was repaired this year.

Redstone Lake.—The pile dam was repaired, but this dam will have to be rebuilt shortly.

Keneese Lake.—The dam was repaired and a stopping place was built to replace the one destroyed by fire in September, 1908.

Eagle Lake.—The dam was repaired, and installed new apparatus for handling stoplogs.

Oblong lake.—This dam was repaired and new rollers for handling stop-logs were installed.

Big Bob Dam, (Tp. of Anson).—This dam was repaired and new rollers installed.

MISSISSAGUA RIVER.

Scott's Dam.—The slide was repaired, some work was done on the platform, and new rollers were installed.

Gull Lake.—A new floor was put on the dam, and some new stop-logs provided. A set of winches was installed.

Bottle Lake Dam.—Some new stop-logs were provided, and the dam was repaired.

SQUAW RIVER.

Dams Nos. 1 and 2 south of the Bobcaygeon road were repaired. Maple floors were placed in the timber slides, new stop-logs were put in and new platform placed on the dam.

BURNT RIVER.

Cushog Lake, (Tp. of Snowden).—A new concrete dam was built here. The dam holds five feet of water on Cushog, Sawers, and Head lake, a distance of 12 miles.

GENERAL.

The plant was kept in first-class condition. The hull of the old dredge *Trent* was converted into a cookery house and blacksmith shop. Scows Nos. 2, 3 and 5 were repaired, and the tug *J. B. McColl* was rebuilt. The tug was formerly known as the *Empire.*

During the year we lost by death George Silverthorne, bridge-tender, Bolsover, and David Galloway, caretaker of the dam at Norland, on the Gull river.

No serious accidents occurred throughout the year and the traffic was the largest in the history of the canal.

The water was kept at a steady and uniform height throughout the entire year, and there were no complaints from navigation interests, the lumbermen or power companies.

I am, sir,
Your obedient servant,
J. H. McCLELLAN,
Superintendent.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

PETERBOROUGH, May 23, 1910.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department Railways and Canals,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1910, covering the work of construction chargeable to 'Capital,' Trent canal.

ONTARIO-RICE LAKE DIVISION.

This division embraces the fifty-six and a half miles of all river route between Trenton on Lake Ontario and Rice lake, which will comprise when completed nine and a half miles of canal, thirteen miles of submarine channel and thirty-four miles of deep river whose average width will be about 500 feet. The rise between extreme low water level of Lake Ontario and normal navigation level of Rice lake is 369 feet, which rise will be overcome by 18 locks ranging from 9 to 27 feet in height. Fourteen concrete dams, with stop-log sluices, will be required for the regulation of the river, and at them 75,000 h.p. gross may reasonably be developed at the low water stage of the river, but this quantity may be increased somewhat by a larger expenditure in tail race excavation. The normal navigation level of the natural reaches of the river and Rice lake will be that of ordinary summer level, so that practically no damage will be done by flooding the land along the river and lake shores. In the rapids the dams will hold the river at as high a level as practical, which, in the majority of cases, will be lower than the top of the river banks. The canals and channels with sides showing above water will have a minimum bottom width of 80 feet except in two cases of short canals above locks where the bottom width will be only 50 feet, and the submerged channels will have a minimum bottom width of 100 feet, which will be marked at frequent intervals by small piers. The canals and submarine channels will have a depth of 9 feet.

There will be sixteen bridges, ten of which will be for highways and six for railways. They will be all swing or bascule spans, except that for the main line of the Grand Trunk railway at Trenton Junction, which will be a high level fixed bridge, under which there will be a clear head room of 27 feet at a stage of high water in Lake Ontario.

The locks will be of concrete and will have 8 feet 4 inches of water on the sills, with chambers 33 feet wide by 175 feet long between hollow quoins. They will accommodate barges of 1,000 tons, whose size will be about 150 feet long by 30 feet beam, and drawing 8 feet of water. Entrance piers of not less than 150 feet in length will be provided above and below each lock. The locks will be filled through culverts 4 feet wide by 5 feet high in the side walls, which will be equipped with 'wagon' valves for controlling the water. The lock gates will be of the solid timber type and the upper gates in all cases will be set on the top of lift walls. They will be operated by struts or bars working in hand power winches set in recesses, which will be formed in the lock walls.

The toal cost of the improvement of this part of the 'Trent Navigation' will amount to about $6,750,000, the first vote for which was made by parliament during the session of 1907. The project involves the removal of about one and a half million cubic yards of earth, one and a quarter million cubic yards of loose and solid rock, and the building of about four hundred thousand cubic yards of concrete.

For construction purposes the division has been divided into seven sections, five of which are under contract, and tenders for the other two have been received. Of the total estimated cost of the division, about 75 per cent of the amount will be covered by the main contracts for the seven sections on which were expended for work done and materials delivered up to March 31, 1910, $1,285,092.40. Locks Nos. 2, 3, 6, 7 and 14 and dams Nos. 2, 3, 6, 7 11 and 12 are built.

The following tables give the location of the locks and dams with their respective lifts and hydraulic power:—

LOCKS.

No. of Section.	No. of Lock.	Miles from Trenton	Locality of Lock.	Lift of Lock.	Water Levels.		Remarks.
					Lower Reach.	Upper Reach.	
1	1	1·8	Trenton Junct'n.	20 ft.	241·0	261·0	Elev. 241·0 is approx. extreme low water level of Lake Ontario, fall of 1895.
1	2	2·4	....	20 "	261·0	281·0	
1	3	3·9	Glen Miller.....	27 "	281·0	308·0	
2	4	5·2	....	18 "	308·0	326·0	
2	5	6·4	....	18 "	326·0	344·0	
2	6	7·3	Frankford	16 "	344·0	360·0	
3	7	13·9	Glen Ross	9 "	360·0	369·0	
4	8	25·2	Percy Landing..	20 "	369·0	389·0	
4	9	26·4	....	16 "	389·0	405·0	
4	10	27·9	....	24 "	405·0	429·0	
4	11	29·6	Ranney Falls...	24 "	429·0	453·0	Nos. 11 and 12 are in flight.
4	12	29·6	" " ...	24 "	453·0	477·0	
5	13	32·1	Campbellford. .	23 "	477·0	500·0	
5	14	33·6	Middle Falls....	25 "	500·0	525·0	
6	15	36·1	Crow Bay	22 "	525·0	547·0	
6	16	36·5	Heeley Falls....	27 "	547·0	574·0	Nos. 16 and 17 are in flight.
6	17	36·5	... .	27 "	574·0	601·0	
7	18	51·0	Hastings.	9 "	601·0	610·0	Elev. 610·0 is normal level of Rice Lake.

Total rise, 369 feet.

DAMS.

No. of section.	No. of dam.	Miles from Trenton bridge.	Locality of dam.	Water Levels.		Water Power.			Remarks.
				Upper.	Lower.	Available head in feet.	Low water flow cubic feet per second.	Gross horse-power.	
1	1	1·7	Trenton Junct'n.	261·0	243·5	17·5	2,000	3,977	At extreme low water level, elevation 241·0; of Lake Ontario a head of 20·0 feet can be obtained.
1	2	2·4	....	281·0	261·0	20·0	2,000	4,545	
1	3	4·6	Glen Miller.....	308·0	281·0	27·0	2,000	6,137	A head of 27 feet can only be developed here with the consent and in conjunction with the Miller Bros., Ltd., who are now using a head of 9 feet here. In the event of their not consenting a head of only 15 feet can be obtained at dam No. 3.
2	4	5·2	... .	326·0	308·0	18·0	2,000	4,090	
2	5	6·6	....	344·0	326·0	18·0	2,000	4.090	
2	6	8·1	Frankford	360·0	344·0	16·0	2,000	3,636	The water-power at this point is owned by the Trent River Paper Co., who have developed part of it. During high water in the spring the head of 16 feet will be reduced some.
3	7	14·2	Glen Ross......	369·0	364·0	5·0	2,000	1,136	By a large expenditure of money a head of 9 feet could be obtained here. During high water the head of 5 feet at the dam may be reduced some.
4	8	26·4	Foot of Myers Island.	405·0	375·0	30·0	2,000	6,817	Thirty feet head requires about 25,000 cu. yds. of rock excavation for tailrace. Twenty-five feet head available with no tailrace excavation. Thirty-six feet head can be obtained at great cost for tailrace excavation in rock.
4	9	28·7	Head of Myers Island.	429·0	405·0	24	2,000	5,454	Considerable tailrace excavation required to get 24 feet head. About 21 feet head available with no tailrace excavation.
4	10	30·6	Ranney Falls...	477·0	429·0	48	2,000	10,908	The power on the river at this point is owned and controlled by various parties whose united consent would have to be obtained in order to develop the 48 feet head in the vicinity of lock No. 12. Otherwise only 15·5 feet head can be obtained at dam No. 10. The balance, 32·5 feet, would have to be developed by a second dam built by private enterprise.
5	11	32·5	Stephens Rapids, Campbellford.	500·0	477·0	23	2,000	5,227	Developed by the Seymour Power and Electric Co
5	12	33·6	Middle Falls....	525·0	500·0	25	2,000	5,681	Developed by the Municipality of Campbellford.
6	13	36·8	Heeley Falls....	601·0	535·0	66	1,500	11,250	A head of 76 feet could be obtained at considerable expense for tailrace excavation.
7	14	51·0	Hastings.....	610·0	601·0	9	1,500	1,534	In high water the nine feet head will be reduced by backwater.

Total horse-power, 74,482.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about 4½ miles, on which length of river there are three locks and dams.

A contract for the work was entered into with Messrs. Larkin & Sangster on March 10, 1908, and the total value of work done and materials delivered up to March 31, 1910, amounted to $567,325.39 or about 60 per cent of the value of the contract. The principal items of work done are: 205,527 cubic yards earth, 156,270 cubic yards solid rock, and 42,425 cubic yards concrete. Locks and dams Nos. 2 and 3 are finished. The short canals leading into and out of these locks are partly excavated and their entrance piers are in course of construction. The pit for Lock No. 1 is being taken out, and the excavation for the canal below the lock is nearly finished.

One of the fixed spans at the east end of the Glen Miller highway bridge has been taken out, and a swing bridge built in place of it, which was opened for traffic at the end of February, 1909.

The Contractors have constantly maintained a good force and equipment on the works, which have been carried on by them in an energetic and workmanlike manner, and the close of this season will probably see the works of Section No. 1 completely finished at and north of the Grand Trunk Railway, Trenton Junction.

Grand Trunk Railway Bridge, Trenton Junction.—An agreement was entered into on June 9, 1909, with the Grand Trunk railway system for the construction of a bridge to carry the tracks of their main line over the canal at Trenton Junction.

Lock No. 1 is located immediately north of the railway embankment, and its lower walls are extended to the south side of the railway, which design permits of a high level fixed bridge being used for carrying the railway over the canal. The bridge is designed for three tracks, and also provides for raising them in the future at least seven feet. For the present the clear head room under the bridge at a stage of high water in Lake Ontario will be 27 feet, but when it is raised, the clearance may be 34 feet.

Owing to lack of funds, no work was done on the bridge during the fiscal year 1909-10, but construction was begun by the railway company last month, as the bridge must be built and finished before Messrs. Larkin and Sangster can complete the lower entrance piers and channel of lock No. 1.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about 4½ miles, on which stretch of river there are three locks and dams.

A contract for the work was entered into with Messrs. Dennon and Rogers on May 30, 1908, and the total value of work done and materials delivered up to March 31, 1910, amounted to $159,952.39, or about 26 per cent of the value of the contract. The principal items of work done are: 38,709 cubic yards earth, 29,387 cubic yards solid rock, and 18,363 cubic yards concrete. Dam No. 6 is finished except the bridge across it and lock No. 6 is also finished except its lower entrance piers. Some excavation and part of the core walls for the short canal connecting lock and dam No. 6 have been done. The pivot piers and abutments or the swing bridge across the canal on Bridge street, Frankford, have been built, and the Hamilton Bridge Co., are now erecting the superstructure. A little excavation has been done at the sites of Locks Nos. 4 and 5. but no work has been done at dams Nos. 4 and 5.

The work on this section is proceeding very slowly and if the structures on it are to be finished concurrently with those on the other sections of the division, the contractors will have to provide more plant and maintain constantly a much larger force of men and teams than they have at present.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of 7½ miles. At Glen Ross there are a lock and dam, and two bridges.

A contract for the work was entered into with the Canadian General Development Co., Ltd., on April 24, 1908, and the total value of work done and materials delivered up to March 31, 1910, amounted to $181,042.32, or about 63 per cent of the value of the contract. The principal items of work done are:—10,948 cubic yards earth, 74,669 cubic yards solid rock, and 10,226 cubic yards concrete. Lock and Dam No. 7 at Glen Ross, and the short canal above and below the lock are finished. The bridges across the canal above the lock for the Frankford highway and the Central Ontario railway are also finished and in use. The Central Ontario railway bridge was placed in commission on April 29, 1909.

The whole of the work on this section is finished except the dredging in the river, which has not been touched, as the contractors have no dredging fleet on the ground, and may wait until they can bring one in from Lake Ontario.

Section No. 4.—This section extends from Adams landing, a point three miles west of Glen Ross to Campbellford, a distance of about 14 miles. There are between Bradley bay and Campbellford five locks, three dams and four bridges; and 1½ miles of concrete retaining wall for enclosing the river through the town of Campbellford, together with a large quantity of earth and rock excavation. During the past two years the route of the canal through Campbellford was very carefully studied and the plans and specifications for letting the work were finally completed last winter and the work advertised, tenders for which were received on the 5th instant.

Section No. 5.—This section extends from Campbellford to Crow bay, a distance of 3 miles. On the section are two locks and dams.

A contract for the work was entered into with Messrs. Brown & Aylmer on September 28, 1907, and the total value of work done and materials delivered up to March 31, 1910, amounted to $342,722.90, or about 62 per cent of the value of the contract. The principal items of work done are, 65,380 cubic yards earth, 39,248 cubic yards solid rock, and 31,552 cubic yards concrete. Dam No. 11 (Stephen's rapids), dam No. 12 and lock No. 14 at Middle Falls are entirely finished. The only structure on this section yet to build is lock No. 13 at Stephen's rapids, which will be built this season. The channel leading from Crow Bay to lock No. 14 will be finished early this summer, when the contractors intend moving their Lobnitz rock breaker and dredge down on to the reach between locks 13 and 14. The dredging fleet was built on Crow bay during the winter of 1907-8, and has since been employed on the bay.

At Middle Falls the municipality of Campbellford have built a hydro-electric plant between the river shore and lock 14, which they are operating under the terms of lease No. 18115. A development of 5,700 h.p. gross under a head of 25 feet may be obtained at this point during the low water stage of the river. The works comprise a forebay about 600 feet long, 11 feet deep and 50 feet wide cut out of solid rock; and a small power house built of rock faced ashlar, with a concrete pressure chamber in front of it divided into three separate compartments. No work was required to be done for a tail race. There are installed at present one 1,470 h.p. double runner turbine direct connected on a horizontal shaft to a 750 k.w. alternating current generator. Also one 80 h.p. turbine connected to a 55 k.w. direct current exciter. There are also switch boards, line instruments, lightning arresters, a hand power travelling crane, and a type N Lombard governor which maintains the speed within ½ per cent normal. The three phase, 60 cycle current is generated and transmitted at 2,400 volts. The station is connected with the town by 2½ miles of cedar pole transmission line, the conductors being plain bare copper wire No. 000. Within the corporation limits there are 15 miles of distribution line. Their lighting load at present is about 260 k.w. and they have to date sold to different parties in the town 140 h.p. The corporation have recently entered into an agreement with the Seymour Power Company by which it agrees to supply the company with 1,000 k.w. for a period of five years, and in pursuance of the above are proceeding to install a 1,950 h.p. turbine and a 1,000 k.w. generator. The hydraulic machinery was supplied by S. Morgan Smith, and the electric apparatus by the Allis-Chalmers-Bullock, Ltd., except the 1,000 k.w. generator which will be supplied by the Swedish General Electric Co. The corporation has at present a surplus power which it hopes will soon be taken up, when this is done, they intend to proceed with the full development of the minimum flow of the river at their power station. The plant was placed in commission on September 18, 1909.

At dam No. 11 (Stephen's rapids) the Seymour Power and Electric Company have built a hydro-electric plant on the east side of the river, about 1,000 feet below the dam. This plant is operated under the terms of lease No. 17829 granted to Mr. J. G. G. Kerry, and will develop under a 23 feet head at the low water stage of the river about 5,300 h.p. gross. The works consist of a forebay about 150 feet wide by 1,060 feet long contained between concrete walls, a concrete power house and a short tail-race. The superstructure of the building, which will be fully finished this summer, is of ashlar faced block. The equipment will consist of five double runner vertical shaft turbines of 870 h.p. each, installed in separate wheel pits built of reinforced concrete. Their operation is controlled by governors of the Moncrett type, which are designed to automatically, and completely close the turbine gates in four seconds of time in case any accident occurs to the machinery. The alternating current generators are of the vertical shaft umbrella type with a rated capacity of 750 k.v.a. The house is equipped with both turbine driven and motor driven exciter set for maintaining the fields of the generators. It is also provided with an electric overhead crane furnished by the Advance Machine Works, Walkerville, Ont. There is a full switch board of modern type, oil switches, choke coils, lightning arresters, &c. The three phase 60 cycle current is generated at 2,400 volts and is stepped up to a transmission voltage of 44,000 volts. The hydraulic machinery was supplied by Messrs. Wm. Kennedy & Sons, Owen Sound, Ont., and the electric equipment by the Canadian Electric Company, Peterborough, Ont. The company have built an extensive system of cedar pole transmission line; the conductors used are aluminum cable of 7 strand No. 2, B.W.G., which is now so far advanced that power can be delivered to Marmora, Deloro, Madoc, Tweed, Sulphide, Stirling, Belleville and adjoining places. The completion of the plant was far enough advanced last fall for the company to begin the delivery of power, which they began delivering to Deloro mines on December 5, 1909. Since that date the plant has been in constant operation.

Section No. 6.—This section extends from the lower end of Crow bay to 1,000 feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76 feet rise between Crow bay and the 14 miles of river reach between Heeley Falls and Hastings. The plans and specification for this section were finished last year and the work advertised this spring, tenders for which were received on April 26, 1910, and the contract for the construction of the section has been awarded to Messrs. Haney, Quinlan and Robertson.

Section No. 7.—This section extends from Heeley Falls to Rice lake, a distance of about 19¼ miles. The principal works consist of a large quantity of earth and rock dredging in the river, a new lock and dam at Hastings, a new swing bridge at Trent bridge and new guide piers at the Grand Trunk railway bridge, Hastings.

A contract for the work was entered into with the Randolph Macdonald Company, Ltd., on January 4, 1909, but owing to the lack of funds only $34,049.40 worth of work, chiefly dredging, and materials delivered were done by March 31, 1910. The company last year built a dredge, tug, scows and a drill boat. Last fall they built a coffer-dam around the pit for the new lock, and are now preparing to unwater it and proceed with the excavation of the foundation and construction of the lock, which will be finished this season. The new lock is located far enough below the highway swing bridge so as to permit the use of extension walls for the bridge to swing over instead of over the chamber as was the case with the old lock, which was put out of commission on April 15, 1910, when its gates were unstepped and the dam surrounding the pit for the new one was closed.

BURLEIGH FALLS DAM.

During the fall of 1908 a survey of Lovesick lake was made with the object of ascertaining whether the level of the lake, which is about four feet lower than Deer bay, could not be raised up to the level of the latter and thereby drown out the lock and dams at Lovesick. The survey clearly demonstrated that this could be very readily and economically done, and the plans for the new concrete dam at Burleigh Falls to replace the present dilapidated wooden structure, originally built in 1888, were prepared accordingly. This scheme involves at a future date the construction of a single lock at Burleigh Falls of about 27 feet lift to replace the present flight lock at this point and the four feet lift at Lovesick.

A contract for the new dam, which will be located about 50 feet below the present one, was entered into with Messrs. Bishop & Buchannan on December 14, 1909. The work done and materials delivered up to March 31, 1910, amounted to $2,194.76. The contractors have delivered some gravel, timber, &c., and will proceed with the execution of the work this season.

LINDSAY SECTION.

During the summer of 1908 a survey of the Scugog river at Lindsay was made, preliminary to the preparation of plans and specifications for a new lock, and dam at Lindsay, and a new bridge at Wellington street. A contract for the work was entered into with Messrs. John Ritchie & Co., on January 20, 1909.

The total value of work done and materials delivered up to March 31, 1910, was $31,700.13. The work embraced in this contract will be completed early this summer. The lock is finished, and the gates built at Rosedale by this office last year will be stepped this month and the lock put in commission. The dam was finished last fall and its sluices materially assisted in maintaining a more uniform level of the river this spring than ever obtained before, and in the future no further trouble should be experienced by excessive and long continued high water on the river above Lindsay as has obtained every spring in past years.

The present lock and dam are built on the site of the original structures whose construction was begun by the province of Upper Canada in 1837 and finished in the fall of 1843. The 1843 lock would appear to have remained in commission up to 1859, when it was converted into a timber slide and remained as such until 1870, when it was rebuilt by the province of Ontario, which entered into a contract with Thomas Walters on February 3, 1870, for rebuilding it in timber, when it was again placed in commission in the spring of 1871. The walls were rebuilt on the old foundations without disturbing the mitre sills, and were again renewed in 1885.

When the lock was finished in 1843, or sometime afterwards a highway bridge was built across it, which remained in existence until after 1860 when it was replaced by a bridge on the line of Lindsay street below the lock.

The original dam was built about 246 feet long, but for some years past was only 167 feet long. In 1882 a canoe slide and platform was built over the end of it next the lock, which accounts in part for the shorter length of the dam in recent years. The difference in height between the sills of the lock and the crest of the dam as finished in 1843 would appear to have been 12 feet, which agrees exactly with the actual difference in height between the sills of the old lock and the highest point of the crest of the old dam as determined by us before they were removed last year. Considering the top of the stop-logs of the sluices of the new dam as part of the crest, the total length of crest of the new structure is 167 feet, or the same length as the old one, and its elevation is 46·6, or the same level as the highest point of the old crest. The new dam has two stop-log sluices each 15 feet long by five feet deep for the purpose of providing free discharge for spring or other floods.

— —	Distance from centre line of Lindsay St., bridge to upper H. Quoins.	Length of lock between H. Quoins.	Coping of lock.	Upper mitre sill.	Lower mitre sill.	Upper stop-log sill.
	Feet.	Feet.		Elevations. Constuction datum of new lock.		
Old lock	191·4	133	49·6	34·6	34·5	39·5
New lock	202·9	142	49·6	36·77	33·0	38·27

The centre line of the old and new locks is the same. Normal water level above the lock is elevation 46·6, and below it elevation 40·0.

On April 6, 1910, a contract was entered into with the Hamilton Bridge Works Company, Ltd., for the superstructure of the new Wellington street bridge, which is to be a Strauss Trunnion Bascule bridge, embracing a 73-foot deck plate girder movable span, which will be operated by electricity. The electrical equipment will be provided by the Canadian General Electric Company, the whole of which is to be finished and ready for operation by September 1, 1910.

ROSEDALE SECTION.

The works of this section consist of a canal across the narrow peninsula between Cameron and Balsam lakes, a lock, dam and dredging in the Gull river between its confluence with the canal and deep water in Balsam lake. The lock is the same size as those of the Ontario-Rice lake division, and the canal and river channel will be 100 feet wide on the bottom with a depth of 9 feet at normal lake levels. The distance via the new canal between the 9 feet contours in Cameron and Balsam lakes is 1·8 miles, or 1·2 miles shorter than via the Gull river and the old lock.

A contract for the construction of this section was entered into with the Randolph Macdonald, Company, Ltd., on February 24, 1908, and the total value of work done and materials delivered up to March 31, 1910, amounted to $134,919.74. The principal items of work done are: 195,000 cubic yards earth, 4,600 cubic yards solid rock, and 7,740 cubic yards concrete. The lock and its entrance piers are finished, and also the excavation for the canal, and some dredging has been done in the Cameron lake channel and in the Gull river. The gates for the lock were built on the ground by this office last year and stepped early this month, and upon removal of the cofferdam at the head of the canal this week, the new lock will be placed in commission and the old one closed to navigation. The dam which is located 1,500 feet higher up the river than the old one will be built this summer, and it is expected that the whole of the works will be completed this season except the dredging.

The improvements now in progress will replace the old wooden lock and dam built by Mr. Wm. Whiteside who in 1869 entered into a contract with the provincial government for their construction. The lock was not finally completed and placed in commission until late in 1873. His contract also included the building of a swing bridge across the river at this point, which was replaced by the Dominion government in 1897 by a steel swing span erected on a concrete substructure. In 1897 the Dominion government also completed the excavation of a channel 90 feet wide by 7 feet deep in the river between the old lock and Balsam lake, which channel up to then was only about 3½ feet deep.

HOLLAND RIVER DIVISION.

This division is divided into two sections. Section No. 1 extends from Cook's bay, Lake Simcoe, to Holland landing, on the east branch of the Holland river, a distance of 8½ miles. Section No. 2 extends from Holland landing to Newmarket, a distance of 4½ miles. The whole of section No. 1 is on the Lake Simcoe level, and the total rise between Holland Landing and Newmarket is 43 feet, which will be overcome by three locks.

Section No. 1.—A contract for the construction of this section, chiefly dredging, was entered into with the Lake Simcoe Dredging Co., on August 30, 1906.

The company had only dredged 12,392 cubic yards of material at the close of the season 1907 when they abandoned the work, and the department took it out of their hands in May, 1908.

A final estimate in favour of the Lake Simcoe Dredging Co. amounting to $2,465.20 for the work done was sent into the department in October, 1908.

This section has not been re-let.

Section No. 2.—A contract for the construction of this section which consists of three locks, three dams, four highway bridges, one dock and a large quantity of earth excavation, stone protection, lining, &c., was entered into with Mr. John Riley on February 12, 1908, and assigned by him to Messrs. Russell, Dill and Lothian, on February 19, 1908, and by them to the York Construction Co., Ltd., on April 3, 1908, who are carrying on the work.

The total value of the work done and materials delivered up to March 31, 1910, amounted to $225,062.32, or about 37 per cent of the value of the contract. The principal items of work done are: 420,000 cubic yards earth, 10,050 cubic yards concrete, 13,150 lineal feet of piles driven, 4,600 cubic yards stone protection in place, and 12,740 cubic yards puddle. There are delivered on the work ready for placing 4,590 cubic yards stone protection, all the steel reinforcing required for dams, timber for stop-logs, hollow quoin casings for Locks 1 and 2, &c. Lock and Dam No. 3 located about one mile below Huron street, Newmarket, are finished, except the lower entrance piers of the lock and the foot bridge across the dam. The Newmarket dock is half built, which will be finished this season, together with lock and Dam No. 3, and the mile of canal between them. About 52 per cent of the excavation on the section has been done, and it is the contractors' intention to devote most of their energies to completing this part of the work this season, for which purpose the steam shovel has been moved down to reach 1-2; and reaches 2-3, and Newmarket will be finished by scraper teams, and the Lake Simcoe reach below Lock No. 1 will be excavated by a cableway erected last year for this purpose. Green Lane bridge situated half a mile below Lock No. 3 is finished and in commission. No work has been done on Locks 1 and 2 and their highway bridges, nor at the high level bridge for the Bradford road.

Queensville Road Bridge.—This bridge crosses the east branch of the Holland river, about two miles north of Bradford road, Holland landing. A contract for the substructure of the bridge was entered into with Messrs. D. Conroy & Sons on December 1, 1906, and was finally completed by them in June 1908. A final estimate for the work amounting to $18,212 was sent in to the department in January, 1909.

A contract for the superstructure of the bridge was entered into with the Dominion Bridge Co., on October 12, 1906, for $4,872, which they finally completed on August 21, 1907, and the bridge was placed in commission that fall.

Water Supply.—Last year the whole of the valley between Newmarket and Aurora was surveyed and cross-sectioned for the purpose of determining the location and size of the reservoir dams required for supplying the canal with water between Newmarket and Holland landing. Plans for this purpose are now being prepared. Last June concrete measuring weirs were built on the river south of Newmarket and also on the Bogartown branch of the river, at which tri-weekly readings and oftener during rainy weather have since been taken for the purpose of accurately and positively determining the run off of the valley. These readings will be continued until the reservoirs have been built and finished.

BRIDGES.

A contract was entered into with the Hamilton Bridge Works Co., Ltd., on October 10, 1908, for the manufacture and erection of six highway swing bridges and one railway swing bridge.

The highway swing bridges at Glen Millar, Glen Ross and Green Lane are finished and in commission. The swing span for the Central Ontario Railway at Glen Ross has also been finished and placed in commission. The highway bridge at Frankford has been erected, but will not be in commission until the approaches to it are finished by the contractors for the substructure. The highway spans for Yonge street, Holland landing and second concession road, section 2, Holland river division are fabricated, and stored in the company's yards at Hamilton ready for shipping.

On April 6, 1910, a contract was entered into with the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of a Strauss Trunnion Bascule highway bridge for Wellington street, Lindsay, according to the plans and specifications prepared by the Strauss Bascule and Concrete Bridge Co., Chicago. This bridge will have a 73 feet movable leaf and is to be ready for operation on September 1 next. It will in all probability be the first bridge of the kind erected and finished in Canada.

WAGON VALVE FOR LOCKS.

A contract for the manufacture and erection of the wagon valves required for the filling culverts of the new locks and regulating sluices of the canal was entered into with the Dominion Bridge Co., Ltd., on October 5, 1908. Since that date the valves for Locks 7 and 14 of the Ontario-Rice Lake division and those for the Rosedale lock have been installed, and the company are at present installing those for Locks 2, 3 and 6 of the Ontario-Rice Lake division. A large part of the metal for the balance of the valves is fabricated and stored in the company's yards at Dominion, Que., ready for shipping.

The 'wagon' valve is a modified type of the 'stoney' valve. It may be described as a counterweighted iron gate mounted on two pairs of large wheels, which travel upon rails bolted to a rigid steel frame embedded in the side walls of the wells formed over the culverts in the concrete walls of the locks. The counterweights move in guides and follow the motion of the valves. The characteristics of the valve are:—that the bearing is always on the rails through the wheels; and that the vertical and upper horizontal water seals of the valve are made by adjustable bronze plates which make a planed surface contact with the faced sides of the steel cast guide rails and upper seating on valve frames respectively. The seals do not make the valve absolutely water tight. The valves are erected on the down stream side of their respective wells, and the valves with their water seals can be adjusted, or taken out for repairs and replaced, without the aid of a diver, or disturbing their operating winches at the top of the wells. The valve openings are 4 feet wide by 5 feet high and the valves are designed to work under heads varying from 4 to 40 feet.

On March 5, 1909, the Dominion Bridge Company made a series of tests to find the tractive effort required for working the valves. A set of rails were placed horizontally and the tests were all made with dry bearings. With the valve alone, weighing 2,300 pounds and no external load, the total tractive effort required to move it was 65 pounds. A load of 40,000 pounds was then placed on the back of the valve and the total tractive effort required to move it was 1,500 pounds, on repeating the test on the unloaded valve at conclusion of tests the total tractive effort required was found to be reduced to 55 pounds. A dynamometer was used for measuring the pull in each case. The tractive effort required to move the valve was less than 4 per cent of the total load throughout the tests.

When the valves were installed at the Middle Falls lock, an opportunity was afforded of testing them under a head of 11 feet. Two men easily and fully opened the valve (5 feet rise) in thirty seconds, and one man in 45 to 75 seconds. The valve opens easily for the first 12 to 15 inches, when a decided increase in load occurs for a few seconds only and which rapidly eases off as the valve rises. In no case did the load tend to re-act on the horizontal levers (4 feet radius) of the winches, and the grip at the levers could be released at any time under any condition of load without the winch running back on the operator, the load being held steadily by the mechanical brake with which the winches are equipped. Whenever the operators let go the levers, the reverse action at the handles was only from 2 to 3 inches in extent at the most, when releasing the grip.

The following tests were made in the Dominion Bridge Co.'s shops at Dominion on one of the above mechanical brakes on February 5, 1909.

A lever of 96 inches effective length was attached to the brake gear wheel, and a similar lever to the brake shaft below the brake discs. Hand power was applied to the lever to raise a load carried on a platform and suspended by a rope over a pully, thence to the second lever below the brake disc. A load producing a torque of 6,970 inch pounds on the brake shaft was readily raised, and completely controlled by one man. A load producing a torque of 14,440 inch pounds on the brake shaft was readily raised, and completely controlled by two men. A load producing a torque of 25,100 inch pounds on the brake shaft was readily raised, and completely controlled by four men. In all cases one man alone completely controlled the lowering, and the brake automatically held the load on releasing the handles, only a few inches fly back at the end of the hand lever was observed on relasing it at any time during the tests.

A provision for 9,800 pounds as a maximum load on the valve chain was the basis of strength, with a counterweight of 1,800 pounds, leaving a net load of 8,000 pounds to be dealt with by the winch. The brake shaft torque required to deal with this load, that is to say, to sustain it, was estimated at 16,000 inch pounds.

It was now decided to test the limit of usefulness of the brake and a load producing a torque of 46,600 inch pounds on the brake shaft was applied; no attempt was made to raise the load by handpower, but the lowering was readily controlled by one man exercising ordinary care. The brake began to slip with this load, which may be taken as its useful limit. No sign of weakness could be found on examining the brake, during or after the application of this load.

LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on May 7, 1909, for the supply and delivery of the operating machines, anchorage fittings and pivots required for the lock gates of the new locks along the canal.

The operating machines, anchorage fittings and pivots for the Rosedale and Lindsay locks have been installed, and those for Lock No. 3, Holland river division, and for Locks 2, 3 6, 7 and 14, Ontario-Rice Lake Division, have been delivered and partly installed.

The contractor has also finished and stored ready for shipping when required, in the Wm. Hamilton Co.'s shops, Peterborough, a large part of the machines, anchorage fittings and pivots required for the other locks embraced in his contract.

GENERAL.

Cement.—About 81,500 barrels of Portland cement were used on the works during the year. It was supplied and delivered under contract by the Lakefield Portland Cement Company.

Lock gates.—The lock gates for the Rosedale and Lindsay locks were built by this office at Rosedale last year. Mr. Jas. A. Hadcock had immediate charge of the work and carried it out in a first class and workmanlike manner. The gates are of the solid timber type and are built of British Columbia fir, which was supplied by Messrs. Mason, Gordon & Co., Montreal, and the metal work was fabricated and delivered by the William Hamilton Co., Peteborough.

The gates for the Rosedale lock were stepped last week, and those for the Lindsay lock are being delivered and will be stepped this week.

Lake surveys.—No charts of the chain of lakes which form part of the Trent navigation have ever been made, and with the object of making a complete and reliable set of charts of these inland waters, hydrographic surveys of the lakes were begun two years ago, which have since been intermittently carried on. The field work for the surveys of Rice, Lovesick, Sturgeon, Cameron and Balsam lakes and the Otonabee river are practically finished and next winter the surveys of Katchewannoe, Clear, Stoney, Deer, Buckhorn and Pigeon lakes will be proceeded with. Very little office work in connection with the charts has yet been done.

In the fall of 1908 the Geodetic branch of the Public Works Department ran a line of precise levels from a Lake Ontario gauge at Brighton to Orillia, *via* the Grand Trunk railway to Trenton, and thence by the C. O. railway to Anson Junction, and thence via the Midland division of the Grand Trunk railway to Orillia where they connected with their Toronto-North Bay line of levels ran some years before in connection with the Georgian Bay canal survey. Since then this office has run branch lines from the above line of levels between Peterborough and Lindsay *via* the lakes and between Lindsay and Rosedale; in order that the hydrographic surveys of the lakes and all work thereon in future could be referred to a common datum, viz., mean sea level, New York.

I am, sir,

Your obedient servant,

ALEX. J. GRANT,

Superintending Engineer.

SAULT STE. MARIE CANAL.

Engineer's Office,
Sault Ste. Marie, Ont., April 1, 1910.

Sir,—I have the honour to submit my annual report on the improvements in progress to the uper entrance of the Sault Ste. Marie canal for the fiscal year ending March 31. 1910.

DREDGING UPPER ENTRANCE.

The contract entered into with Mr. C. S. Boone for the deepening and widening through the Vidal shoals situated about two miles above the lock, was brought to a satisfactory completion November 12, 1909, which provided for a chanelway of 500 feet in width and a depth of 21 feet, 5 inches at low water stage.

A contract was entered into with Mr. J. J. Collins for the widening of the chanelway on the north side from the westerly end of the north pier (under construction) and on line with same extending westerly to intersect with a production of the northerly limit of the channel as defined passing through the Vidal shoals. The depth to be secured to be on a plane of 21 feet 5 inches below the lowest recorded water line. Work was started on this contract October 27, 1909, but owing to the lateness in the season very little progress was made.

RANGE BEACON—UPPER ENTRANCE.

During the coming season, it is proposed to remove the Beacon range and a small shoal in the vicinity of same. The Beacon stands within the limits of the improved channel and is much in the way of vessels turning between the upper channel and canal lock reach. The Department of Marine will put in place a permanent range for the upper channel outside the channel limits.

STUDIES FOR A POSSIBLE ADDITIONAL LOCK AT THE SOO.

During the latter part of the year preliminary surveys were started for a proposed new ship canal. Three lines were laid down over which levels have been taken, one to the north of the present canal and two to the south. From the information obtained the line farthest south is looked upon the most favourably. The surveys so far have been of a very preliminary nature and much data must be obtained before the most favourable location for a new canal can be determined. This coming season it is proposed to sound the possible approaches and gather such data as will be necessary to form an approximate estimate of the cost of a lock that will meet the requirements of the estimated increase and development of lake commerce.

A study of the requirements of so important an undertaking must receive the most careful attention of those entrusted with its development, and should not be hampered by time which is so often the case in large public works which are started sometimes before the designs have been worked out.

I desire to draw attention to a few facts that have come before my attention and which lead me to believe that the time is now opportune for a serious consideration of the requirement of a new lock and canal in the near future on the Canadian side of the St. Mary's Falls.

At the present time the United States government have undertaken the construction of a new lock to be known as the 'Davis lock,' and have under consideration another lock of like dimensions to the Davis lock which is to be 1,350 feet long by 80 feet wide in the chamber, with a depth of 25 feet at low water stage on the mitre sill. Work has already been started and it is contemplated the new Davis lock will be put in commission in the year 1914.

The immediate need of this new undertaking has been forcibly demonstrated during the past season of navigation. Serious accidents have happened to both the Canadian and Poe locks which might be termed unavoidable, with the result that for days at a time, while repairs were being hurried forward to put the lock in commission, expensive delays were necessitated to lake traffic. On one occasion the number of vessels awaiting lockage and at anchor reached the enormous number of eighty, representing about 450,00 tons of freight delayed in transmission. The delay to some of the boats on this occasion reached three days. Outside the feature of accidents, it is frequently noted that a slight congestion in traffic will mean the loss of as much as six hours and more which should the same conditions occur frequenlty would amount to the value of an extra trip or more to the vessels so detained.

The channels between the lakes have been deepened to provide a greater draft than the present locks at Sault Ste. Marie will allow, and with the opening of the new Davis lock an increase of two feet in draft will be provided with a further allowance of four feet to make easier the passage of vessels in and out of the lock.

The depth of the channels connecting the lakes has been increased since the opening of the Canadian and Poe locks 4½ feet, and in the lower approach to the Canadian lock the channel was deepened 3 feet in the same period. From the above it may be deducted that there is 1½ feet more water provided than in the Canadian canal approach at the lower entrance. Which means that there are two feet nine inches more than there is on the floor of the lock chamber of the Canadian lock.

This additional depth of 4½ feet provided in the channels connecting the lakes secures a depth of 21 feet when Lake Huron stands at low water stage (elevation, 579·00) which means a draft for loading of twenty feet at extreme low stage which will increase to 22 feet during the season of navigation.

It is not contemplated that a greater depth than 21 feet will be provided in the channels between the lakes, although the new Davis lock when completed will pass through a draft of 24 feet, but to insure that draft in the channels would mean a tremendous amount of work at a very great outlay.

With the depth now available careful watch is kept of the stage of water and advantage is taken of any increase to load the vessels deeper. A recommended draft is issued from the canal offices which is obtained from the mean stage as recorded by the water guages.

During the past season the recommended draft of the Canadian lock for up bound was in excess of six inches of that of the American lock due to the difference in the controlling elevations of the locks, and for down bound, with the same controlling elevations, an additional draft was obtained by opening the filling valves and raising the water in the lock chamber, which could not be done to the same extent in the Poo lock chamber owing to the additional width of forty feet over the Canadian lock.

The result of this additional draft provided at the Canadian lock is marked by the great increase in tonnage this past season. Vessels were loaded at the ore docks for the lock to be used in transit and as many used the lock of greater draft as it was possible to accommodate at the time of passage.

The opening of part of the improved channelway at the upper entrance made it possible for vessels to use the full draft of the Canadian lock this season.

The deepening of the upper approach to the Canadian canal has provided 21 feet. 5 inches at extreme low water level, and 24 feet 5 inches at the regulated stage to be maintained.

Vessels navigating the lakes have increased to a length of 607 feet and 60 feet beam and can draw over 21 feet of water. With the coming of these large vessels, the time taken up in approaching, locking, and clearing has increased.

A notable increase in the Canadian tonnage has been made in the past five years. The statistics show that the Canadian registered tonnage, relative to the Canadian canal, increased from 1,557,337 tons in 1904, to 2,912,586 tons in 1909.

The reasons for proposing a new canal at Sault Ste. Marie are: First, to keep pace with the rapid increase in Canadian tonnage with the development of the west. Secondly, to provide a lock of a width that will accommodate boats now plying on the lakes and being built of greater beam than the present lock will pass through. Thirdly, to provide additional draft both in the lock and approaches so that vessels may load to pass through the Canadian canal drawing as much water as will be provided by the new canal now under construction by the United States government.

I have the honour to be,
Your obedient servant,
F. B. FRIPP,
Engineer in Charge.

W. A. Bowden, Esq.,
Acting Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

ST. PETER'S CANAL.

March 31, 1910.

Sir,—I have the honour to submit my annual report of work and operation St. Peter's canal, under by charge during the fiscal year ending March 31, 1910.

The only repairs done to canal the past year was the placing of six new mooring posts, the hanging of 7 fenders, reaving 5 new chains.

The canal lock is still in a bad condition. We had to get the marine diver on two occasions last fall to clear away foul chains and shimmer up track, &c. The operating of gates is very heavy, particularly at low tide; when the tide is high they are more or less buoyant and come easier. You will find report of Mr. Sargent, C.E., inspecting engineer, September, 1908, which will give you an idea of conditions and the necessary repairs and improvements required on lock and canal. However, barring accidents, I think we can manage the operating for at least the coming season.. Captains and crews of steamers and vessels are very off-handed in helping to move the gates, and it would not surprise me that at the opening of navigation this spring, I will require one or two more men on the canal staff.

Navigation opened on April 12, 1909, and closed January 11, 1910; during that time, 1,304 steamers and vessels passed up and down canal.

There is one tidal lock and four pairs of gates on St. Peter's canal.

Meantime, I have the honour to be,
Your obedient servant,
JOHN H. DEVEREUX,
Lockmaster.

W. A. Bowden, Esq..
Acting Chief Engineer.
Railways and Canals,
Ottawa.

PART VIII.—MISCELLANEOUS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, earnings, freight tonnage and passengers yearly since July 1, 1876.
Earnings, yearly since July 1, 1876.
Local and through freight, yearly since July 1, 1876.
Local and through passengers, yearly since July 1, 1876.
Coal carried from Nova Scotia collieries, yearly since July 1, 1876.
Grain carried for shipment, yearly since July 1, 1876.
Flour and meal carried, yearly since July 1, 1876.
Grain carried, yearly since July 1, 1876.
Lumber carried, yearly since July 1, 1876.
Live stock carried, yearly since July 1, 1876.
Ocean-borne goods carried, yearly since July 1, 1876.
Raw and refined sugar carried, yearly since July 1, 1876.
Fresh and salt fish carried, yearly since July 1, 1876.
Ocean-borne passenger business at Halifax for fiscal year 1909-10.
Ocean-borne passenger business at St. John for the fiscal year 1909-10.
Ocean-borne passenger business at Quebec for fiscal year 1909-10.
Ocean-borne freight traffic via Halifax for fiscal year 1909-10.
Ocean-borne freight traffic via St. John for fiscal year 1909-10.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.
Statement showing total cost of construction and enlargement from Lachine to Ottawa.
Statement showing total cost of construction and enlargement from Ottawa to Kingston.
Statement showing total cost of construction and enlargement from St. Johns to Sorel.
Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.
Statement showing total cost of costruction and enlargement from Atlantic Ocean to Bras d'Or Lakes.
Dates of opening and closing of canals for the season of 1909.
Freight traffic in 1908 and 1909.
Diagrams showing dimensions of smallest lock on each canal, &c.
Dimensions and other features of the several canal works, and descriptions of the intermediate water navigations:

1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peters Canal.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely, Point du Chêne, Picton, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1910, was 1,447·13 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	827
" " St. John, via Lévis	740
" " Sydney, via Lévis	990
" " North Sydney, via Lévis	983

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

(As remeasured in 1908.)

	Miles.
Halifax to Truro	61·87
Dartmouth Branch	12·00
Truro to Moncton	123·77
Moncton to St. John	89·31
Pointe du Chêne Branch	11·98
Moncton to Campbellton	185·37
Campbellton to Ste. Flavie	105·03
Indiantown Branch	13·45
Ste. Flavie to Rivière du Loup	83·29
Rivière Ouelle Branch	6·19
Rivière du Loup to Pointe Lévis	115·55
Hadlow to Chaudière Curve	5·63
Chaudière to Ste. Rosalie	115·53
St. Charles Junction to Chaudière Junction	16·73
Nicolet Branch	14·70
Dalhousie Branch	6·28
Pictou to Oxford Junction	69·39
Brown's Point to Stellarton	11·90
Junction near New Glasgow to Pictou Landing	8·18
Pugwash Junction to Pugwash	4·54
Truro to Mulgrave	122·30
Mulgrave to Point Tupper (Ferry)	0·80
Point Tupper to Sydney	91·17
North Sydney Junction to Sydney Mines	7·07
Fredericton to Loggieville	124·80
	1,406·83

LEASED.

Length of main line from Pointe Lévis to Hadlow	1·48	
Chaudière Curve to Chaudière	1·19	
Ste. Rosalie Junction to Montreal	37·63	40·30
Total miles		1,447·13

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T., Halifax	0·85
Halifax Cotton Factory	2·10
Dartmouth Station to end of line	2·12
Sydney Station to wharf	1·06
North Sydney Station to wharf	0·82
Switch near Pictou landing to coal wharf	0·75
Pictou Station to wharf	0·15
Pictou Station to Copper Crown Smelter	0·72
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf Branch	0·47
Dorchester Wharf Branch	1·00
Moncton Wharf Branch	1·00
Courtney Bay Branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water Wharf	0·28
Newcastle Wharf Branch	1·75
Dalhousie Station to wharf	0·50
Campbellton Wharf Branch	0·43
Rimouski Wharf Branch	2·00
Trois Pistoles Spur	2·38
Rivière du Loup Wharf Branch	4·35
St. Pacôme Spur	1·27
Nicolet Station to wharf	2·08
Carmel Branch, main line to village	1·05
Blackville to Indiantown	8·50
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Petit Rocher Spur to wharf	1·35
	43·54

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	166
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec wharf	1
Charlottetown to Murray Harbour	52·3
Montague Junction to Montague	6·2
	267·5

INTERCOLONIAL RAILWAY.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876.

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33	...	507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78	...	432,326 78	522,710	618,957
1878-79	714	2,010,183 22	1,294,009 69	...	716,083 53	510,861	640,101
1879-80	829	1,603,429 71	1,506,298 48	...	97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65	...	725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18	...	838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18	...	970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30	...	1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66	...	78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88	...	133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93	...	262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05	...	383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00	...	276,847 73	1,218,877	1,136 272
1889-90	971	3,560,575 74	3,012,739 87	...	847,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38	...	684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97	...	493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59	...	1,388,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,510 27	5,838 29	...	1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21	...	1,276,816	1,352,667
1895-96	1,142	3,012,827 62	2,957,670 10	...	55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02	...	59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85	...	209,978 66	1,434,576	1,523,444
1898-99	1,301	3,675,686 21	3,738,331 44	62,645 43	...	1,750,761	1,603,095
1899-1900	1,301	4,431,404 69	4,552,071 71	120,667 02	...	2,151,208	1,029,754
1900-01	1,301	5,460,422 64	4,972,235 87	...	488,186 77	2,111,310	2,517,295
1901-02	1,301	5,574,563 30	5,671,385 91	96,822 61	...	2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53	...	2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43	...	900,750 61	2,664,149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 83	...	1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,581,914 36	7,643,829 90	61,915 54	...	3,156,189	2,737,160
1906-07	1,448	6,030,171 83	6,248,311 00	218,139 17	...	2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27	...	4,134,064	2,789,371
1908-09	*1,447·13	9,328.021 55	8,527,069 46	...	800,952 09	3,573,972	2,907,237
1909-10	1,447·13	8,645,070 33	9,268,234 99	623,164 66	...	3,927,240	3,122,324

† The year 1906-07 was nine months only ; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

* The railway was remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1910.

Year.	Miles in Operation.	Passenger Traffic.		Freight Traffic.		Mails and Sundries.		Total.	
		$	cts.	$	cts.	$	cts.	$	cts.
1876-7	714	460,368	15	607,564	99	86,512	21	1,154,443	33
1877 8	714	475,256	82	801,709	82	101,985	07	1,378,946	78
1878-9	714	451,893	29	752,490	85	88,715	55	1,294,009	69
1879-80	829	490,338	66	915,486	50	100.473	32	1,506,298	48
1880-1	840	545,114	48	1,113,872	21	101,407	23	1,760,493	92
1881 2	840	651,296	94	1,303,496	00	124,470	72	2,079,262	66
1882-3	840	741,992	72	1,487,601	98	141,326	40	2,379,910	10
1883-4	887	775,783	77	1,461,390	37	147,240	78	2,383,414	92
1884-5	941	747,285	13	1,542,052	10	151,566	35	2,441,203	66
1885-6	946	765,900	03	1,523,487	72	160,706	13	2,450,093	88
1886-7	977	828,328	28	1,677,971	59	153,817	06	2,660,116	93
1887-8	971	884,448	07	1,932,877	85	166,010	13	2,983,336	95
1888-9	971	906,246	47	1,909,094	44	152,460	09	2,967,801	00
1889-90	971	895,094	53	1,964,646·	86	152,998	48	3,012,739	87
1890-1	1,094	962,316	88	1,854,629	88	160,448	62	2,977,395	38
1891-2	1,142	961,427	94	1,803,529	03	180,485	00	2.945,441	97
1892-3	1,142	1,002,912	74	1,868,853	84	184,468	80	3,065,499	09
1893-4	1,142	958,915	13	1,834,126	34	193,762	51	2,987,502	27
1894-5	1,142	963,914	44	1,782,608	54	194,194	97	2,940,717	95
1895-6	1,142	971,426	26	1,788,813	18	197,400	66	2,957,640	10
1896-7	1,145	979,005	57	1,687,050	42	199,472	03	2,866,028	02
1897-8	1,201	1,053,864	64	1,857,740	06	206,065	15	3,117,669	85
1898-9	1,315	1,167,453	16	2,348,096	58	222,781	70	3,738,331	44
1899-1900	1,315	1,404,469	87	2,912,790	52	234,811	32	4,552,071	91
1900-1	1,315	1,607,166	79	3,121,006	15	244,062	93	4,972,235	87
1901-2	1,315	1,770,941	13	3,644,513	42	255,931	36	5,761,385	91
1902-3	1,315	1,927,916	87	4,128,255	00	268,151	75	6,324,323	72
1903-4	1,321	2,021,568	40	4,041,122	48	276,540	55	6,339,231	43
1904-5	1,446	2,105,066	75	4,373,178	75	305,277	53	6,783,522	83
1905-6	1,446	2,297,716	52	5,019,805	53	326,307	85	7,643,829	90
1906-7	1,448	1,952,438	88	4,032,745	00	263,127	12	*6,248,311	00
1907-8	1,448	2,711,416	98	6,054,493	45	407,643	37	9,173,358	80
1908-9	*1,447·13	2,628,218	57	5,502,550	58	396,300	31	8,527.069	46
1909-10	1,447·13	2,765,884	66	6,048,884	18	453,466	15	9,268,234	99

* As remeasured in this year. † 1906-07, nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1910.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-80	829			561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,656	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1.368,819
1890-1	1,094	797,492	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2.151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3.156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,435	906,629	4,134,064
1908-9	†1,447 13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927.240

* 1906-07 nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1910.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876–7	714	The information for these years was destroyed when the general offices in Moncton were burned.		613.420
1877–8	714			619,957
1878–9	714			640,101
1879–80	829			581.483
1880–1	840			631,245
1881–2	840	647,534	132,460	779,994
1882–3	840	728,186	150,414	878,600
1883–4	887	784.715	159,921	944,636
1884–5	941	812,028	145,200	957,228
1885–6	946	784,817	148,063	932,880
1886–7	977	814,032	128,752	942,784
1887–8	971	948,324	91,839	1,040,163
1888–9	971	1,050,592	85,680	1,136,272
1889–90	971	1,112,695	91,531	1,219,233
1890–1	1,094	1,203,814	94,490	1,298,304
1891–2	1.142	1,198.649	99,083	1,297,732
1892–3	1,142	1,188,827	104,051	1,292,878
1893–4	1,142	1,216.027	85,035	1,301,062
1894–5	1,142	1.272,284	80,383	1,352,667
1895–6	1,142	1,386,803	85,063	1,471,866
1896–7	1,145	1,416,631	85,059	1.501,690
1897–8	1,201	1,438,590	89,854	1,523,444
1898–9	1,315	1,504,652	98,443	1,103,095
1899–1900	1,315	1,878,858	112,896	1,791,754
1900–1	1,315	1,905.599	119.696	2,025,295
1901–2	1,315	2,061,196	125,030	2,186,226
1902–3	1,315	2,255,013	149.217	2,404,230
1903–4	1,321	2,447,843	215,313	2,663,156
1904–5	1,446	2,589,928	221,032	2,810,960
1905–6	1,446	2,491,472	245,688	2,737,160
*1906–7	1,448	1,853,126	191,721	2,044,847
1907–8	1,448	2,593,886	195,485	2,789,371
1908–9	†1,447·13	2,656.217	251,020	2.907,237
1909–10	1,447·13	2,873,547	248,777	3,122,324

* 1906–07 nine months only. † As remeasured in this year.

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste-Rosalie.	Via Montreal.	Via St. John.		
1876-7	....	....	....	103,420	103,420
1877-8	....	....	....	97,043	97,043
1878-9	....	300	....	112,232	112,532
1879-80	....	1,097	....	135,369	136,466
1880-1	....	6,102	4,022	174,483	184,607
1881-2	....	18,015	11,779	218,364	248,158
1882-3	....	12,837	22,206	227,380	262,423
1883-4	....	32,014	19,532	252,014	293,562
1884-5	....	133,440	1,773	213,791	349,004
1885-6	....	171,170	21,150	215,272	407,592
1886-7	....	192,871	27,536	233,178	453,585
1887-8	....	183,704	36,228	309,727	529,659
1888-9	....	160,026	27,923	338,538	526,487
1889-0	....	164,453	25,126	366,967	554,546
1890-1	....	113,996	69,213	344,829	498,038
1891-2	....	35,447	5,918	392,441	433,806
1892-3	....	136,868	3,775	402,653	543,296
1893-4	....	102,273	8,028	367,390	478,691
1894-5	....	67,082	7,865	310,253	385,200
1895-6	....	53,124	9,681	369,708	432,513
1896-7	....	38,395	12,305	331,469	382,172
1897-8	....	9,084	9,796	351,069	369,949
1898-99	....	4,644	5,399	484,163	494,206
1899-1900	....	3,495	....	599,714	603,289
1900-1	136	....	....	506,454	506,590
1901-2	1,131	5,763	3,640	546,986	557,520
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504

*1906-07 nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77				1893-94	Nil	8,026	8,026
1877-78				1894-95	"	Nil.	Nil.
1878-79				1895-96	"	"	"
1879-80				1896-97	"	"	"
1880-81				1897-98	8,000	"	8,000
1881-82				1898-99	30,000	"	30,000
1882-83	31,011		31,011	1899-1900	13,239	"	13,239
1883 84	73,389		73,389	1900-01	147	"	147
1884-85	300,901		300,901	1901-02	Nil.	"	Nil.
1885-86	389,122		389,122	1902-03	"	"	"
1886-87	575,880		575,880	1903-04	147,438	"	147,438
1887-88	69,021		69,021	1904-05	Nil	"	Nil.
1888-89	129,725		129,725	1905-06	*170,000		170,000
1889-90	502,012		502,012	1906-07			Nil.
1890-91	148,803	59,543	218,337	1907-08			"
1891-92	845,997	519,500	1,265,497	1908-09			"
1892-93	156,306	197,666	352,975	1909-10			"

* Via Montreal. 1906-1907 nine months only.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-77	254,710	1893-94	944,967
1877-78	557,778	1894-95	938,351
1878-79	630,329	1895-96	822,097
1879-80	535,248	1896-97	847,701
1880-81	672,310	1897-98	987,408
1881 82	692,095	1898-99	1,157,250
1882-83	983,916	1899-1900	1,234,077
1883-84	817,134	1900-01	1,292,106
1884-85	935,977	1901-02	1,311,707
1885-86	761,127	1902-03	1,521,540
1886-87	763,894	1903-04	1,607,050
1887-88	871,838	1904-05	1,769,480
1888-89	948,514	1905-06	1,882,630
1889-90	1,116,050	1906-07	1,531,140
1890-91	1,013,129	1907-08	1,528,620
1891-92	954,015	1908-09	1,466,920
1892-93	856,913	1909-10	1,608,170

1906-07, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1893-94	1,304,684
1877-78	331,170	1894-95	1,036,384
1878-79	302,921	1895-96	1,064,385
1879-80	534,021	1896-97	1,093,499
1880-81	565,678	1897-98	1,551,372
1881-82	560,253	1898-99	2,595,353
1882-83	1,195,601	1899-1900	2,720,453
1883-84	654,673	1900-1901	3,535,364
1884-85	734,902	1901-02	2,959,761
1885-86	849,800	1902-03	3,392,252
1886-87	1,018,395	1903-04	2,788,772
1887-88	1,219,035	1904-05	3,317,910
1888-89	1,256,158	1905-06	2,924,226
1889-90	2,610,202	1906-07	2,231,864
1890-91	2,890,921	1907–08	4,567,245
1891-92	3,776,677	1908–09	4,727,268
1892-93	1,514,619	1909–10	7,074,042

1906–07 nine months only.

TABLE showing the quantity of lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1893-94	200,507,949
1877-78	56,626,547	1894-95	202,247,269
1878-79	55,626,696	1895-96	226,332,715
1879-80	55,462,654	1896-97	243,355,725
1880-81	72,841,388	1897-98	354,093,816
1881-82	78,356,418	1898-99	306,554,031
1882-83	104,633,417	1899-1900	379,350,074
1883-84	131,120,948	1900-1901	396,858,964
1884-85	138,493,675	1901-02	428,051,029
1885-86	117,186,512	1902-03	459,231,589
1886-87	161.801,763	1903-04	465,379,803
1887-88	197,755,272	1904-05	518,434,310
1888-89	199,507,777	1905 06	572,878,600
1889-90	210,886,071	1906-07	452,602,703
1890-91	184,188,324	1907–08	754,759,383
1891-92	175,474,340	1908–09	571,395,101
1892-93	181,211,013	1909–10	677,805,611

1906–07 nine months only.

TABLE showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34.414	1893-94	79,203
1877-78	46,498	1894-95	72,106
1878-79	47,584	1895-96	64,051
1879-80	70,990	1896-97	72,082
1880-81	61,574	1897-98	89,301
1881-82	73,479	1898-99	109,821
1882-83	68,338	1899-1900	92,813
1883-84	60,090	1900-01	95,923
1884-85	70,785	1901-02	98,495
1885-86	74,498	1902-03	127,060
1886-87	82,896	1903-04	113,006
1887-88	98,302	1904-05	110,670
1888-89	85,960	1905-06	106,589
1889-90	80,771	1906-07	97,381
1890-91	95,529	1907-08	99,824
1891-92	87,889	1908-09	104,165
1892-93	93,369	1909-10	106,712

1906-07 nine months.

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77	....	....	....	....	....
1877-78	....	14,949	....	3,405	18,354
1878-79	....	21,628	....	2,643	24,271
1879-80	....	21,073	....	4,952	26,025
1880-81	....	15,454	....	3,334	18,788
1881-82	....	21,607	....	4,168	25,775
1882-83	....	24,875	....	7,911	32,786
1883-84	....	19,696	....	6,533	26,229
1884-85	....	22,787	....	8,405	31,192
1885-86	....	13,464	....	8,216	21,680
1886-87	....	16,923	....	9,811	26,734
1887-88	....	41,864	....	8,878	50,742
1888-89	....	17,340	....	11,481	28,821
1889-90	....	9,895	....	11,730	21,625
1890-91	....	9,923	....	10,764	20,687
1891-92	....	9,719	....	23,835	33,571
1892-93	....	7,295	....	12,319	19,714
1893-94	....	3,023	204	13,455	16,682
1894-95	....	6,749	213	10,399	17,361
1895-96	....	3,767	314	16,748	20,829
1896-97	....	2,654	263	17,239	20,156
1897-98	....	5,950	1,637	18,633	26,220
1898-99	....	2,462	243	31,555	34,263
1899-1900	....	6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904 05	284	17,217	3,687	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1808-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522

1906-07 nine months only.

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial Railway during each year since since July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the west.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	....	340	....	....	340	....	....	....	....	....
1877-78	....	186	....	....	186	....	....	....	....	....
1878-79	....	1,041	....	....	1,041	....	....	....	....	....
1879-80	....	12,220	....	....	12,220	....	....	....	....	....
1880-81	....	13,872	....	....	13,872	....	4,022	....	2,902	6,924
1881-82	....	14,256	....	1,290	15,546	....	7,146	....	3,607	10,753
1882-83	....	9,465	....	508	9,973	....	11,126	....	5,497	16,623
1883-84	....	13,778	....	3,068	16,846	....	14,543	....	7,265	21,808
1884-85	....	10,381	....	3,661	14,042	....	18,024	....	8,445	26,469
1885-86	....	4,394	....	3,998	8,392	....	7,674	....	5,858	13,518
1886-87	....	20,450	....	8,500	28,950	....	15,044	....	8,395	23,439
1887-88	....	14,320	....	14,085	28,405	....	21,641	....	7,133	28,774
1888-89	....	24,358	....	7,160	31,518	....	12,955	....	11,120	24,075
1889-90	....	7,390	....	8,913	16,303	....	6,778	....	6,125	12,903
1890-91	....	5,088	4,670	8,215	17,973	....	10,130	468	5,996	16,594
1891-92	....	7,142	3,960	10,535	21,637	....	12,633	7,647	12,414	32,721
1892-93	....	....	....	10,137	10,137	....	8,327	6,456	7,840	22,623
1893-94	....	....	....	6,775	6,775	....	17,729	6,967	8,885	33,581
1894-95	....	....	....	10,342	10,342	....	13,351	15,819	4,695	33,865
1895-96	....	....	....	9,824	9,824	....	15,138	13,734	11,309	40,181
1896-97	....	....	....	4,925	4,925	....	5,694	8,069	6,957	20,720
1897-98	....	....	....	....	....	....	6,624	8,821	10,989	26,534
1898-99	....	....	....	....	....	....	8,138	2,193	15,833	26,164
1899-1900	....	96	....	....	96	....	9,795	257	19,655	29,907
1900-01	....	489	....	....	489	403	14,791	12	10,615	25.821
1901-02	....	90	....	11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03	....	194	....	17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875	....	7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764
1905-06	....	715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07	....	394	....	14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08	....	912	....	4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705	....	6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000	....	12,203	14,512	6,402	9,217	1,051	23,224	39,894

1906-07—nine months only.

TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	FRESH FISH.					SALT FISH.				
	Via Ste. Rosalie.	Via Montreal.	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal.	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	....	530	921	527	1,978	....	551	1,848	802	3,201
1877-78	....	596	1,015	474	2,085	....	898	1,644	805	3,347
1878-79	....	471	1,336	817	2,624	....	988	1,038	1,048	2,974
1879-80	....	519	1,362	453	2,334	....	1,612	2,238	959	4,809
1880-81	....	498	1,879	920	3,297	....	2,418	937	1,051	4,406
1881-82	....	475	1,619	957	3,051	....	4,031	1,066	2,487	7,584
1882-83	....	542	384	393	1,319	....	3,229	759	1,354	5,412
1883-84	....	838	1,682	412	2,932	....	1,322	1,143	1,224	3,689
1884-85	....	1,062	1,885	484	3,431	....	3,563	3,600	1,596	8,759
1885-86	....	1,669	1,645	902	4,216	....	1,680	2,047	3,376	7,103
1886-87	....	1,278	1,572	2,008	4,858	....	3,236	569	1,747	5,552
1887-88	....	1,533	1,477	1,031	4,041	....	2,617	476	1,099	4,193
1888-89	....	2,474	2,000	1,870	6,344	....	3,070	7,746	2,994	13,810
1889-90	....	2,235	1,787	2,111	6,223	....	2.449	847	3,288	6,584
1890-91	....	2,029	2,788	1,848	6,665	....	1,953	1,917	3,236	7,106
1891-92	....	1,367	1,746	547	3,660	....	1,946	928	1,889	4,763
1892-93	....	1,683	1,875	3,340	6,898	....	3,262	1,811	2,176	7,249
1893-94	....	1,959	2,192	2,224	6,375	....	2,921	1,814	2,962	7,697
1894-95	....	2,006	3,726	1,160	6,892	....	2,075	1,849	5,285	10,209
1895-96	....	1,966	3,059	1,319	6,344	....	1,863	1,087	2,791	5,741
1896-97	....	3,307	3,115	1,286	7,708	....	2,168	1,176	2,536	5,880
1897-98	....	3,575	3,703	1,052	8,330	....	1,729	1,066	2,210	5,005
1898-99	....	1,210	2,070	3,305	6,583	....	1,651	1,198	3,625	5,474
1899-1900	....	2,547	2,706	3,686	8,939	....	2,421	1,563	2,659	6,643
1900-01	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04	539	1,939	3,588	5.002	11,068	225	2,359	564	5,848	8,996
1904-05	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,156	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	13,653	697	3,759	806	9,606	14,868

1906-07—nine months only

WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retain two-thirds of the gross earnings, and the government receive one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64	
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33	....	714 75
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 18	33,508 35	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904 05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06..	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07..	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08..	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09..	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10..	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	

1906-07 —nine months only.

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,668	111,428
1878-79	199	223.313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 43	48.315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155.584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	63,589	103.067
1887-88	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	55.682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,257 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125.089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	121,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07	267	283,148 50	215,434 97	67,713 53	67,144	232,371
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	89,010 78	106,090	332.758
1909-10	267·5	427,283 73	319,074 74	108,208 99	105,741	351,038

1906-07—nine months only.

CANALS.

STATEMENT showing the total cost of the individual Dominion canal works and connecting waters, up to March 31, 1910.

Route from Montreal to Lake Superior.

—	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	9,786,178 93		12,375,711 78
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,126,135 61			7,126,135 61
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,289,142 41		7,234,767 14
Williamsburg Canal	1,320,655 54	10,696 26		1,331,351 80
Farran's Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,120,985 18		6,120,985 18
Galops Rapids			1,072,227 11	1,072,227 11
St. Lawrence River and Reaches			711,238 93	711,238 93
North Channel			1,684,389 51	1,684,389 51
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	20,813,039 16		28,506,863 19
Sault. Ste. Marie Canal	4,868,532 60			4,868,532 90
	28,429,942 33	45,055,374 51	3,841,938 37	77,327,255 21

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,776 46		382,776 46
Total	580,286 61	5,154,798 44	5,735,085 05

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,085,889 21		4,085,889 21
Tay Canal	489,599 23		489,599 23
Total	4,575,488 44		4,575,488 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,056 76	43,944 33	681,001 09
St. Ours Lock	121,537 65	....	121,537 65
Total	758,594 41	43,944 33	802,538 74

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Trent Canal	7,873,501 09	....	7,873,501 09
Total	7,873,501 09	....	7,873,501 09

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

TABLE showing the dates of opening and closing of the canals for the season of 1909.

Name of Canal.		Navigation Opened 1909.	Navigation Closed 1909.
Lachine		May 1	December 3.
Soulanges		″	″ 4.
Grenville		″	November 30.
Carillon		″	″ 30.
Chambly		″	″ 30.
Ste. Anne's		April 30	″ 30.
St. Ours		″ 20	″ 30.
Cornwall		May 3	December 6.
Williamsburg	Farran's Point	″ 1.	″ 8.
	Rapide Plat	″ 1.	″ 8.
	Galops	″ 1	″ 8.
Murray		April 12	″ 7.
Welland		″ 15	″ 20.
Sault Ste. Marie		″ 21	″ 16.
Rideau	At Ottawa	May 1	November 30.
	At Kingston Mills	″ 1	″ 29.
Trent	Lake Simcoe to Fenelon Falls	″ 1	″ 1.
	Fenelon Falls to Lakefield	April 21	″ 20.
	Lakefield to Peterborough	May 10	″ 15.
	Peterborough to Healey Falls	April 17	″ 27.
St. Peter's		″ 12	January 11, 1910.

Comparative Statement of Tons of Freight which passed through the canals in seasons of 1908 and 1909.

Name of Canal.	Season of 1908.	Season of 1909.	Number of trips of vessels.	
			Season of 1908.	Season of 1909.
	Tons.	Tons.		
Welland Canal	1,703.453	2,025,951	2,351	2,433
St. Lawrence Canals	2,009.102	2,410,629	8,025	9,271
Chambly Canal	503,276	752,117	3,594	4,725
Ottawa River Canals	258,527	336,939	1,882	2,181
Rideau Canal	89,640	91,774	7,981	2,236
St. Peter's Canal	72,015	79,850	1,380	1,439
Trent Canal	81,690	59,952	5,025	3,730
Murray Canal	25,901	102,291	998	957
Sault Ste. Marie Canal	12,759,216	27,861,245	5,293	6,331
Total	17,502,820	33,720,748	36,529	33,303

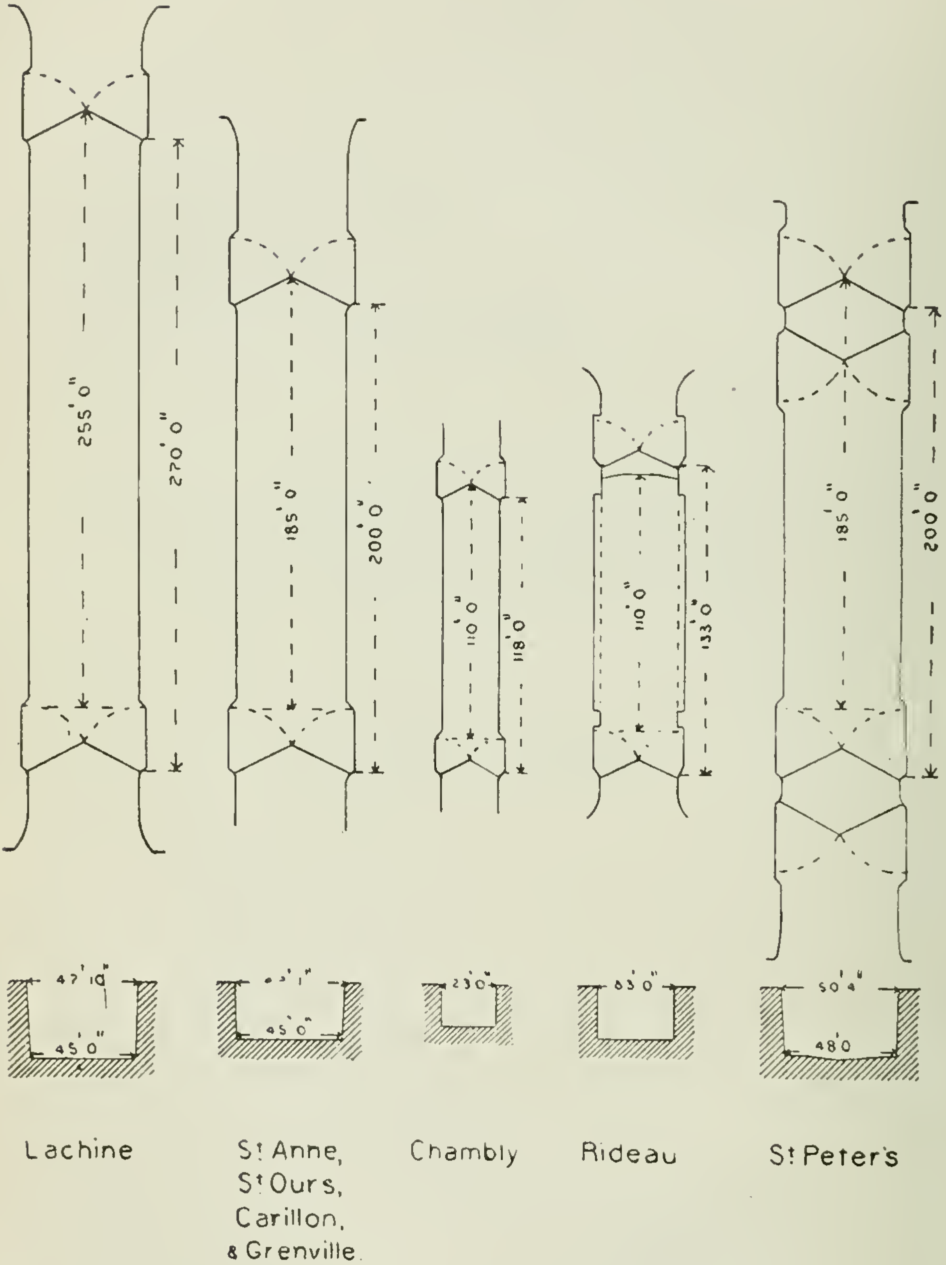
CANALS

DIAGRAM SHOWING DIMENSIONS OF THE SMALLEST LOCK ON EACH CANAL. LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE INTERMEDIATE WATERS

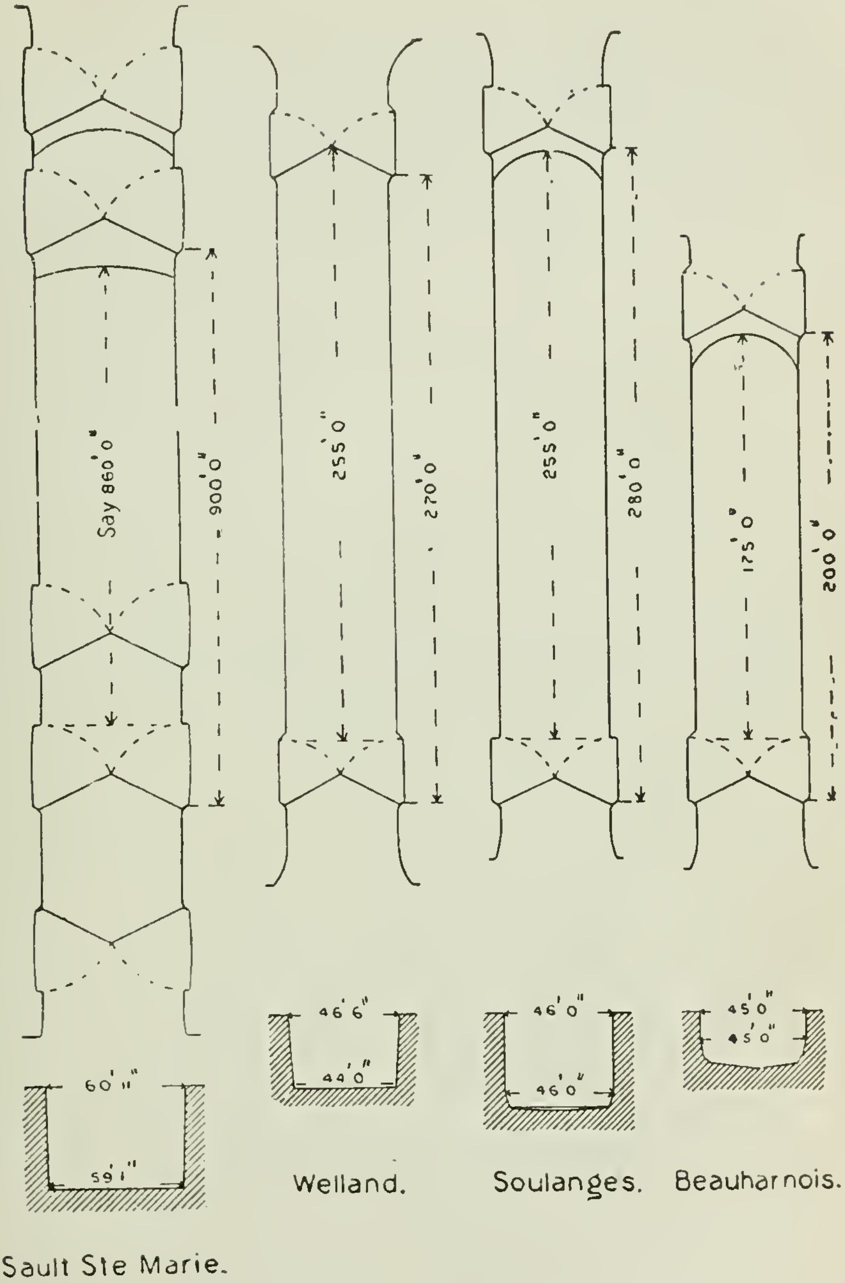
WITH

DIMENSIONS OF LOCKS.

Plans and Sections showing Dimensions of the Smallest Lock on each


255' 0"
270' 0"
185' 0"
200' 0"
110' 0"
118' 0"
110' 0"
133' 0"
185' 0"
200' 0"
47' 10"
45' 0"
45' 1"
45' 0"
23' 0"
33' 0"
50' 4"
48' 0"
Lachine
St Anne,
St Ours,
Carillon,
& Grenville.
Chambly
Rideau
St Peter's

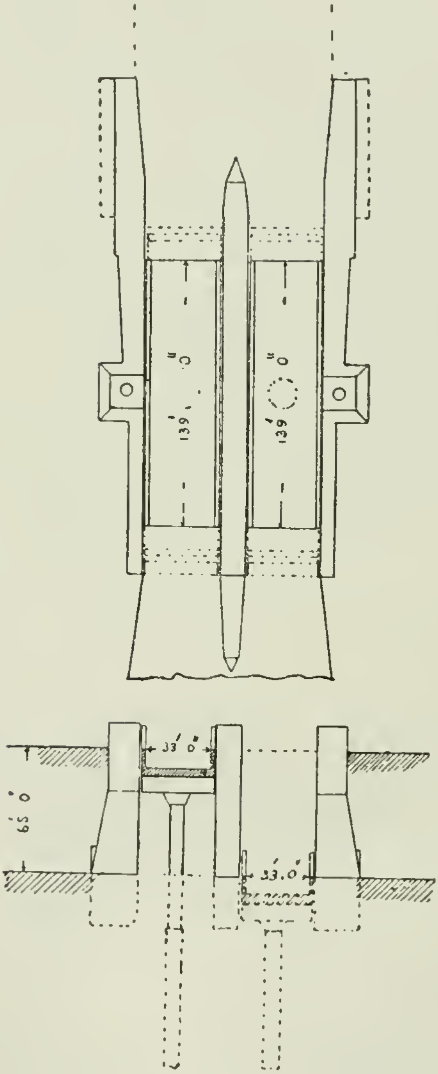
There are no locks on the through route between Lake Superior and of the Canadian Canal Systems except the Trent Canal, which is uncompleted.


Say 860' 0"
900' 0"
60' 1"
59' 1"
Sault Ste Marie.
255' 0"
270' 0"
46' 6"
44' 0"
Welland.
255' 0"
280' 0"
46' 0"
46' 0"
Soulanges.
175' 0"
200' 0"
45' 0"
45' 0"
Beauharnois.

Montreal of less dimension than those of the Welland Canal Locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift


139' 0"
139' 0"
33' 0"
65' 0"
33' 0"

CANALS

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine Canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges Canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall Canal	11
River St. Lawrence	5
4. Farran's Point Canal	1¼
River St. Lawrence	10
5. Rapide Plat Canal	3⅔
River St. Lawrence	4
6. Galops Canal	7⅓
River St. Lawrence and Lake Ontario	236
7. Welland Canal	26¾
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal	1¼
Lake Superior to Port Arthur or to Fort William	273
Total	1,230¼
To Duluth	1,354
Chicago	1,286

Second—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. Ste. Anne's. 4. Chambly. 5. St. Ours Lock.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron.

1. Trent canal (not completed).

Fifth.—Atlantic Ocean to the Bras d'Or Lakes, Cape Breton.

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, or Fort William on the west coast of Lake Superior, a distance of 2,233 statute miles. The distance to Duluth is 2,357 miles. The distance to Chicago, 2,289 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from 10 to twelve feet were formely barred from passage for the greater part of the season of navigation. In 1826 the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869 this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the Department of Marine and Fisheries. The channel has a depth of 30 feet at extreme low water, and a minimum width of 450 feet, extending to 600 feet at points of curvature. The channel is lighted and buoyed. A 35 foot deep channel was commenced in 1907.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here, the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where the tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary.

Improvements of the United States channels in St. Mary's river through Hay lake, east of the Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal.	8½ statute miles
Number of locks.	5
Dimensions of locks	270 feet by 45 feet
Total rise or lockage.	45 feet
Depth of water on sills, at two locks.	18 "
Depth of water on sills, at three locks.	14 "
Average width of new canal.	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet
Total rise or lockage	84 feet
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteal rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles
Number of locks	6
Dimensions of locks	270 feet by 45 feet
Total rise or lockage	48 feet
Depth of water on sills	14 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The old lift locks, 200 feet by 50 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 33 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal	1¼ mile
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockage	3½ feet
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅔ miles
Number of locks	2
Dimensions of locks	270 feet by 45 feet
Total rise or lockage	11½ feet
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅓ miles
Number of locks	3
Dimensions of locks, one of which is a guard-lock	1-800 by 45 1-270 by 45 1-285 by 45
Total rise or lockage	15½ feet
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅙ miles
Breadth at bottom	80 feet
Breadth at water surface	120 "
Depth below lowest known lake level	11 "

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

		Old Line.	Enlarged or New Line.
Length of canal		27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)		..	1
Number of locks.	guard	1	1
	lift	26	25
Dimensions		1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise or lockage		326¾ feet.	326¾ feet.
Depth of water on sills		10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—

Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa Cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft. 1 of 200 by 45 ft.
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 to 8 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1 1/30 miles or 7,472 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level	19 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communcation on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's Lock. Carillon Canal. Grenville Canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	
From Lachine to Ste. Anne's Lock	15	23½
Ste. Anne's Lock and piers	⅛	23⅝
Ste. Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	¾	51⅜
From Carillon to Grenville Canal	6¼	57⅝
The Grenville Canal	5¾	63⅜
From the Grenville Canal to entrance of Rideau Navigation	56	119⅜
Rideau Navigation ending at Kingston	126¼	245⅝

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the St. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, are about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½ 292¼ rise and 165¼ fall.	at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 "
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal at surface of water	80 "
Breadth of canal at bottom	40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, suplied by the Wolf lake system.

3. The southwest descending level to Kingston, supplied by the Mud lake system, discharging into Lake Rideau.

The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	⅛ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lift locks Nos. 7, 8, 9 combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian Bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of 180 miles from Trenton.

The following table gives the distance of navigable and unnavigable portions:—

1. From Trenton, on Bay of Quinte, to Rice lake, at present being improved to give 8 feet 4 inches on lock sills, and 9 feet in reaches.	57 miles.
Of this distance, from Healy Falls to Hastings, a distance of about twenty miles is already navigable for 6 feet draught.	
2. From lower end of Rice lake to Gamebridge on Lake Simcoe, navigable with a minimum depth of 6 feet. .	121 miles.
3. Across Lake Simcoe to Narrows near Orillia, navigable with minimum depth of 6 feet.	15 miles.
4. Narrows to Washago, on Lake Couchiching, navigable with minimum depth of 6 feet.	10 miles.

From the main line of the canal in Sturgeon lake near Sturgeon point, approximately 144 miles from Trenton, a branch runs through Lindsay to Port Perry via the Scugog river and lake, a distance of about 36 miles. South of Lindsay navigation is limited to about 4 feet draught. A new concrete lock and dam are now under construction at Lindsay.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 57 miles has been divided into seven sections, five of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will probably be overcome by 18 locks.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings; Peterborough; Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift.

Also dams at Healy Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale and three between Balsam and Simcoe lakes.

Bridges have also been built at many of the locks and at other places.

At Healy Falls, about 37 miles from Trenton, a timber dam maintains six feet navigation to Hastings, a distance of about 14 miles.

At Hastings is a masonry lock and a timber dam which maintain navigation on the Trent river, Rice lake and the Otonabee river to Peterborough, a distance of about 36 miles.

At Peterborough, 87 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield Division, a distance of about three-quarters of a mile.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 97 from Trenton, and thence on five miles further to Young's Point.

At Young's Point, a masonry lock and timber dam maintains navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and timber dam maintains navigation through Lovesick lake, about two miles, to Lovesick.

At Lovesick, a masonry lock and timber dam maintains navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 135 miles from Trenton.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice Lake Division. This new lock will be placed in commission in the spring of 1910.

At Rosedale, the new concrete lock, and the dam which will be built in the summer of 1910 will maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 165 miles from Trenton.

At Rosedale, there is at present an old wooden lock and dam which maintain navigation on the summit level, the route being about a mile longer than via the new lock.

At the Kirkfield hydraulic lock is a drop from the summit level of 50·44 feet. From this point to Gamebridge on Lake Simcoe, 178 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

From Cooks bay on Lake Simcoe, 28½ miles from Gamebridge, on the main line, the Holland river is being improved for six feet navigation, so as to afford communicacation with Newmarket 13½ miles from the lake, or 220 miles from Trenton.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

——	Length between Hollow Quoins.	Width.	Depth on Sill.	Lift.
	Ft.	Ft.	Ft.	Ft.
1 Lock at Hastings	134	33	6	9
1 " at Peterborough	134	33	6	9
1 " No. 6, Peterborough—Lakefield Division	142	33	6	12
1 " at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1 " No. 5, Peterborough—Lakefield Division	142	33	6	14
1 " No. 4, " " "	142	33	6	12
1 " No. 3, " " "	142	33	6	12
1 " No. 2, " " "	142	33	6	10
1 " No. 1, " " "	142	33	6	16
1 " at Young's Point	134	33	6	6
2 " at Burleigh, each 11½ feet { Upper Lower	134 150	33	6	23
1 " at Lovesick	134	33	6	4
1 " at Buckhorn	134	33	6	9
1 " at Bobcaygeon	134	33	6	7
2 " at Fenelon Falls, each 12 feet { Upper Lower	134 150	33	6	24
1 " at Rosedale	175	33	8 4 in.	4
1 " at Kirkfield, hydraulic lift lock No. 2	140	33	6	50·41
1 " No. 1, Simcoe—Balsam Lake Division	142	33	6	21
1 " No. 2, " " "	142	33	6	14
1 " No. 3, " " "	142	33	6	14
1 " No. 4, " " "	142	33	6	14
1 " No. 5, " " "	142	33	6	11
24				
1 " at Lindsay, Scugog Branch	142	33	6	6·5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peters bay	4 "

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

PART IX

RAILWAY SUBSIDIES

RAILWAY SUBSIDIES

The following are the several Railway Subsidy Acts passed since and including the year 1906, being the only Acts in force at the close of the fiscal year 1909-10 (March 31, 1910).

For previous Subsidy Acts, see annual report of 1908-09.

1906

ACT, 6 EDWARD VII, CAP. 43, 1906.

(*Assented to 13th July, 1906.*)

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any one case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the followin lines of Railway:—

(*a*) From Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(*b*) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson bay railway, not exceeding 100 miles; and

(*c*) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, and section 2, item 14, respectively.

To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific railway between White River and Dalton stations in the District of Algoma, not exceeding 200 miles, and for a line of railway from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4 and chapter 7 of 1901, section 2, item 20, respectively.

To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic county to or towards a point at or near Lime Ridge in the Township of Dudswell; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.

For a line of railway from Lake Nominingue to La Livre, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.

For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the County of Halifax, to Guysborough, in the County of Guysborough, with branch lines to a point on the Intercolonial railway at or near New Glasgow, in the county of Pictou, and also to Country Harbour, in the county of Guysborough, not exceeding in the whole 236 miles in lieu of subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.

For a line of railway from Wellington to Union Bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.

For a line of railway from a point at or near Sharbot lake or Bathrust Station, in the province of Ontario, or between those points via Lanark village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.

For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.

To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapscal on the Intercolonial railway and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.

To the Nipigon Railway Company, for the following lines of railway:—

(a) From a point at or near Nipigon Station on the line of the Canadian Pacific railway to Nipigon lake, not exceeding 30 miles.

(b) From a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway, not exceeding 3½ miles.

(c) From a point on the line of the Nipigon railway at or near the crossing of the Fraser river, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding 1½ miles.

(d) From a point on the North Shore of Lake Nipigon northerly, not exceeding 45 miles;

The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 34 of 1904, section 2, item 3, not exceeding in the whole 80 miles.

For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.

For a line of railway from Roberval westward towards James bay, in lieu of the subsidies granted by chapter 57, of 1903, section 2, items 11 and 52, not exceeding 100 miles.

To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

To the Western Alberta Railway Company for a line of railway from a point on the United States boundary, west of range 21, northwesterly towards Anthracite, in the province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.

To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland county, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.

For a line of railway from St. Constant in the county of Laprairie and Napierville, through St. Edouard, St. Cyprien and Lacolle to a point at or near the International boundary line on the Delaware and Hudson railway (Grand Trunk) in lieu of the 19 and 12 mile subsidies granted by chapter 7 of 1899, section 2, item 10 and chapter 4 of 1894 respectively, not exceeding 28 miles.

To the Lake Superior, Long Lake and Albany Railway Company for a line of railway from Peninsula Harbour in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 76, not exceeding 10 miles.

For a line of railway from Owen Sound in the province of Ontario to Meaford, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.

To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.

To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.

For a line of railway from a point on the Quebec and Lake St. John railway, near the River Jeannotte to La Tuque, on the St. Maurice river, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 57, not exceeding 35 miles.

To the Halifax and South Western Railway Company, for a line of railway from a point at or near Halifax, to a point at or near Barrington Passage, (except that part east of Bridgewater which formerly formed part of the line of the Central railway, in lieu of the 68, 77 and 35 miles of subsidies granted by chapter 57 of 1903, section 2, item 23 (*a*) and (*b*), and item 75, respectively, not exceeding 185 miles.

To the Bay of Quinté Railway Company, for a line of railway from a point at or near the village of Tweed, thence northwesterly to a point at or near the village of Bannockburn, in the county of Hastings, being a revote in part of the subsidy granted by chapter 7 of 1899, section 2, item 45, and in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 37, not exceeding in all 20 miles.

For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 32, not exceeding 75 miles.

For a line of railway from the Station of Lac Bouchette, or from a point one mile east of the said station, on the Quebec and Lake St. John Railway, to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.

For a line of railway from Debert Station, on the Intercolonial railway, to Debert coal mine, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 20, not exceeding 4½ miles.

For a line of railway from a point at or near Toulon, to a point on the Icelandic river, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 27, not exceeding 35 miles.

To the Ontario, Northern and Temagami Railway Company (formerly the Temagami Railway Company), for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Temagami, in the District of Nipissing, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 36, not exceeding 50 miles.

To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval to the Government wharf at Lake St. John, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 40, not exceeding one mile.

For a line of railway from Truro northerly towards Brule, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 64, not exceeding 34 miles.

To the Kootenay Central Railway Company, for a line of railway from Golden towards the International boundary line, via Windermere and Fort Steele, and crossing the Crow's Nest railway at or near Elko, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 6, not exceeding 186 miles.

To the Brockvile, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding $3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was regranted by chapter 5 of 1892; the whole not exceeding $86,800, being a revote of the subsidy granted by chapter 4 of 1894, and that the said subsidy or so much thereof as has heretofore been agreed upon by the terms of an agreement filed in the Department of Railways and Canals between said Brockville, Wesport and Sault Ste. Marie Railway Company and the creditors of said railway company, to be paid over to the said creditors or the legal representatives of said creditors as mentioned in said agreement.

For a line of railway from Jonquieres to La Baie des Ha Ha, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 7, not exceeding 20 miles.

For a line of railway from Ste. Rose via the east side of Lake Ainslie to or towards Orangedale on the Intercolonial railway, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial railway at or near Mines Road station to the wharf at Caribou Cove not exceeding four miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, items 18 and 62.

For a line of railway from a point at or near Wolfville on the Dominion Atlantic railway to the government Pier at the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25.

To the Great Northern railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the United Townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montford and Gatineau line with the main line at St. Jerome, not exceeding 22 miles; in lieu of the subsidies granted to the Montford and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.

To the Great Northern railway of Canada, for a line of railway from, at or near Garneau Junction to or towards the Quebec bridge, not exceeding 70 miles, in lieu of the subsidy granted by item 74 of section 2, of chapter 57 of 1903.

For a line of railway from a point at or near St. Agathe des Monts Station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles; and for a line of railway between a point in the parish of St. Andrews, in the county of Argenteuil, and a point in the parish of St. Laurent, in the county of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2,not exceeding in the whole 53 miles.

To the Kettle River Valley Railway Company for a line of railway from Grand Forks to a point 50 miles up the North Fork of Kettle River, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 67, not exceeding 50 miles.

To the Ottawa, Northern and Western Railway for a line of railway from Aylmer to a point of junction with the Interprovincial bridge approach in the city of Hull (except that portion thereof beginning at a point of junction with the line of the Hull Electric railway in the city of Hull and terminating at a point on the main line of the Canadian Pacific railway at the east end of its Hull station yard) not exceeding nine miles, in lieu of the subsidy granted by item 12 of section 2 of chapter 7, of 1899, and by the first portion of item 13 of section 2 of chapter 57 of 1903.

To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 3, not exceeding 51 miles.

To the Interprovincial and James Bay Railway Company, for a line of railway from the Lake Temiskaming at the present terminus of the Canadian Pacific railway in a northerly direction, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 42, not exceeding 50 miles.

For a line of railway from Waltham station to Ferguson Point, in the county of Pontiac, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 43, not exceeding 20 milos.

To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave, on the Intercolonial railway, to Matane, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 54, not exceeding 30 miles.

For a line of railway from the village of Haliburton, via the the village of Whitney, towards the town of Mattawa, Ontario, in lieu of the subsidies granted by chapter 7 of 1899, section 2, item 25, and chapter 8 of 1900, section 2, item 9, not exceeding 60 miles.

For a line of railway from Dawson to Stewart river, passing at or near Grand Forks, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 71, not exceeding 84 miles.

2. That unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding $25,000, forming part of the line of railway susidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

3. That the subsidies to be authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided herein, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) upon the completion of the work subsidized; or

(b) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(c) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d) with respect to *(b)* and *(c)*, part one way, part the other.

4. That the subsidies to be authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1906, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. That the granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Comissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates betwen all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways so subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

6. That every company so receiving a subsidy, its successors and assigns, and any person or company controlling or operating the railway or portion of railway so subsidized, shall each year furnish to the Government of Canada, transportation for men, supplies, materials and mails, over the portion of the lines in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy so received by the company.

7. That as respects all railways for which subsidies are granted, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

8. That the Governor in Council may make it a condition of the grant of the subsidies herein provided, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

9. That whenever a contract has been duly entered into with a company for the construction of any line of railway so subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals and upon the report and certificate of the said Chief Engineer, entitles the company thereto; Provided always:—

(a) that the estimated cost, as certified, is not less on the average, than $18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work is done up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of $6,400 per mile.

1907

ACT 6-7 EDWARD VII., CHAP. 40.

(Assented to April 27, 1907.)

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. To the Central Ontario Railway, for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic railway at or near Whitney, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 4; not exceeding 40 miles.

2. For a line of railway from Woodstock to the International Boundary, in lieu of of the subsidy granted by chapter 57 of 1903, section 2, item 15; not exceeding 26 miles.

3. For a line of railway from a point on the Canadian Pacific railway at or near Welsford or Westfield, or between the said two points, to Gagetown, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 16; not exceeding 30 miles.

4. For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by chapter 57 of 1903, section 2, item 23 *(d)*; not exceeding 7 miles.

5. For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by chapter 57 of 1903, section 2, item 23 *(d)*; not exceeding 22 miles.

6. For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 24; not exceeding 37 miles.

7. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25; not exceeding 1 mile.

8. To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge, on the Canadian Pacific railway, to Nicola lake, in lieu of the subsidy granted by chapter 57 of 1903 section 2 item 26; not exceeding 47 miles.

9. To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton and thence westerly towards Yellow Head Pass, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 28, not exceeding 50 miles.

10. For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 29, not exceeding 59 miles.

11. For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 30; not exceeding 35 miles.

12. To the Tilsonburg, LakeErie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk railway between these places, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 31; not exceeding 35 miles.

13. To the Canadian Northern Ontario Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near or beyond Sudbury, through Parry Sound, in lieu of the subsidy granted to the James Bay Railway Company by chapter 57 of 1903, section 2, item 39; not exceeding 265 miles.

14. For a branch line from a point at or near the intersection of the Canadian Pacific railway and the Canadian Northern Quebec railway (formerly the Great Northern railway) between St. Philippe d'Argenteuil and Lachute. thence in a northerly direction passing through the village of Brownsburg, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 49; not exceeding 4·2 miles.

15. To the Orford Mountain Railway Company, for the following lines of railway, namely:—from Bolton Line to Mansonville, 7·54 miles; from Mansonville to the International Boundary, 3·12 miles; from Windsor Mills to Brompton Falls, 8 miles; from Melbourne Road Crossing to Melbourne village, 3·50 miles; and from a point on its main line of railway to the south end of Bonella lake, 5 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 50, but not exceeding in the whole 27 miles.

16. To the Canadian Northern Quebec Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan, to the village of Rawdon, in lieu of the subsidy granted to the Chateauguay and Northern Railway Company by chapter 57 of 1903, section 2, item 55; not exceeding 16 miles.

17. To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in the lieu of subsidy granted by chapter 57 of 1903, section 2, item 61; not exceeding 5 miles.

18. To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 69; not exceeding 150 miles.

19. For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 78; not exceeding 19 miles.

20. For a line of railway from Wellington to or towards Union bay by way of Alberni, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 6; not exceeding 55 miles.

21. For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove), thence via the east side of Lake Ainslie to or towards a point on the Intercolonial railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper, to Caribou Cove, or Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 34.

22. To the Klondike Mines Railway Company, for the following lines of railway, namely:—

(a) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles;

(b) for a line of railway from a point at or near Sulphur Spring to a point at or near the divide between Dominion and Flat creeks, not exceeding 45 miles; and

(*c*) for a line of railway from a point at or near the said divide to or towards the Stewart river, not exceeding 8 miles;

the whole in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 46.

23. For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 65; not exceeding 50 miles.

24. For a line of railway from Grandique Ferry to Arichat, Nova Scotia, being a revote of the subsidy granted by chapter 7 of 1901, section 2, item 15; not exceeding 8 miles.

25. For a line of railway from Connors, at the terminus of the Temiscouta railway, to a point on the boundary line between New Brunswick and Quebec at the foot of Beau lake, being a revote of part of the subsidy granted by chapter 7 of 1901, section 2, item 2; not exceeding 18 miles.

2. The Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 57 of 1903, section 3, item 1, a subsidy of $15,000.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, not the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost therof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed sections bears to that of the whole work undertaken; or

(*c*) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridge respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1907, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridge shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railways and bridge so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways aud bridge hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, aud, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or the bridge shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans aud profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the susidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only no completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of $6,400 per mile.

1908

ACT 7-8 EDWARD VII., CAP. 63, 1908.

(Assented to 20th July, 1908.)

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile of the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork and East or West Fork of the North Fork of Kettle river, in lieu of the subsidy granted by chapter 43 of 1906, section 1. item 39; not exceeding 50 miles.

For a line of railway from Owen Sound, in the province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.

For a line of railway from Sharbot lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.

To the Nipigon Railway Company, for the following lines of railway:—

(a) from a point at or near Nipigon Station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

(b) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding 3½ miles;

(c) from a point on the line of the Nipigon railway at or near the crossing of the Fraser river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(d) from a point on the north shore of Lake Nipigon northerly; not exceeding 45 miles.

The said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10; not exceeding in all 80 miles.

To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway:—

(a) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Cenral and Hudson Bay railway; not exceeding 100 miles;

(b) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 64 miles.

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1; not exceeding in all 194 miles.

To the Ontario, Northern and Timagami Railway Company for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28; not exceeding 50 miles.

For a line of railway from a point at or near Baptiste, easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24; not exceeding 75 miles.

To the Bracebridge and Trading Lake Railway Company, for a railway in Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles; not exceeding 16 miles.

To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12; not exceeding 100 miles.

To the Matane and Gaspé Railway Company, for a line of railway from a point at or near Ste. Flavie, on the Intercolonial railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles; not exceeding 38 miles.

To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jerome, not exceeding 15·2 miles; in lieu of the subsidies granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 36, not exceeding in all 45·2 miles.

To the Canadian Northern Quebec Railway Company, for a line of railway from, or from near, Garneau Junction to Quebec, with a branch to or towards the Quebec bridge, in lieu of the subsidy granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.

To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapascal, on the Intercolonial railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.

For a line of railway from Yamaska to a point in the County of Lotbinière, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding 1½ miles; and not exceeding in all 71½ miles.

To the International Railway Company of New Brunswick for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John river between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.

For a line of railway from Brazil lake, on the Dominion Atlantic railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.

To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 24, for 37 miles; not exceeding 37 miles.

To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.

To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.

To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7, of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.

For a line of railway from a point on the Intercolonal railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 80 miles.

For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 52 miles.

For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with branch line to Country Harbour in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding in all 116 miles.

To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie de Ha Ha via Laterrières village, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.

To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.

For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 45 miles.

For a line of railway from Tusket Wedge to a point on the Halifax Southwestern railway at or near Riverdale Station; not exceeding 8 miles.

To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via upper Lahave; not exceeding 12 miles.

To the Erie, London and Tilsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.

For a line of railway from a point at or near Centreville to Aylesford, or Kingston or Middleton, on the line of the Dominion Atlantic railway; not exceeding 35 miles.

For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.

To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding 2½ miles; not exceeding in all 9½ miles.

To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway; not exceeding 9 miles.

To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9·65 miles.

To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell river, not exceeding 38 miles; not exceeding in all 79 miles.

For a line of railway from MacLeod, via Cardston, towards a point on the Intercolonial Boundary west of range 21; not exceeding 45 miles.

To the Southern Central Pacific Railway Company for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood river; not exceeding 50 miles.

For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan river at or near Rocky Mountain House; not exceeding 70 miles.

To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding 9½ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all 34½ miles.

To the Canadian Pacific Railway Company, for a line of railway from Moose Jaw; in a northwesterly direction; not exceeding 123 miles.

To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.

To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the international boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.

To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(a) from Valcartier Station to St. Catherine; not exceeding 3·8 miles.

(b) from Valcartier Station towards Gosford; not exceeding 5½ miles;

(c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls; not exceeding 5 miles.

(d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(e) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1·6 miles;

not exceeding in all 20·9 miles.

To the Quebec and Lake St. John Railway Company, for a line of railway from Hebertville to St. Joseph d'Alma; not exceeding 10 miles.

To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 milos.

For a line of railway from a point on the main line of the Great Northern railway at or near St. Jerome to Charlemagne (Bout de l'Ile); not exceeding 22 miles.

To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Villemarie, easterly; not exceeding 25 miles.

To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury; not exceeding 65 miles.

For a line of railway from Montreal to a point on the National Transcontinental railway; not exceeding 200 miles.

To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine; not exceeding 30 miles.

To the Maritime Coal, Railway any Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile; not exceeding in all 26 miles.

For a line of railway from St. Peters, in the County of Richmond, by the south shore of Bras d'Or lake to Sydney; not exceeding 60 miles.

To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the province of Quebec; not exceeding 13 miles.

To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river, towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.

To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.

For a line of railway around Death Rapid, British Columbia; not exceeding 4 miles.

To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa river; not exceeding 110 miles.

For a line of railway from Nicola to a point at or near Penticton; not exceeding 100 miles.

For a line of railway from Carmi to Penticton; not exceeding 50 miles.

To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter; not exceeding 45 miles.

To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific railway northward towards the National Transcontinental railway; not exceeding 50 miles.

To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental railway to Port Arthur and Fort William; not exceeding 220 miles.

To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental railway; not exceeding 18 miles.

To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French river; not exceeding 85 miles.

To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.

To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.

To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan bay to Cowichan lake; not exceeding 24 miles.

To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa; not exceeding 60 miles.

For the following lines of railway:—

(a) from Westfield to St. John, not exceeding 14 miles;

(b) from Gagetown to Fredericton, not exceeding 40 miles;

(c) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.

To the Little Nation River Railway Company, for a line of railway from Papineauville on the Canadian Pacific railway towards Lake Nominigue; not exceeding 30 miles.

To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.

To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.

2. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

Towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, $15,000.

To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan river connecting Strathcona and Edmonton. 15 per cent upon the amount expended thereon; not exceeding $100,000.

To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges:—

(a) bridge across the Gentilly river, $15,000;

(b) bridge across the Becancour river, $30,000;

(c) bridge across the Richelieu river, $30,000;

To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspebiac to Gaspé, payable upon the completion of the said line of railway betwen the said points, $250,000.

To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche river from Campbellton to Mission Point, not exceeding $160,000.

To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway across Burrard Inlet.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked. and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) Upon the completion of the work subsidized; or

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(c) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole

work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d) With respect to *(b)* and *(c)*, part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such susidized lines and bridges shall be subject to tha approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized; Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation of men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment of such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provide that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railways and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railawys and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be credited to be paid, as the minmium, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3.200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Cheif Engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than $18.000 per mile for the whole mileage subsidized;

*(b)*that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(c) that in no cases shall the subsidy exceed the sum of $6.400 per mile.

1909

ACT 8-9 EDWARD VII., CHAP. 35.

(Assented to May 19. 1909).

1. Paragraph 6 of section 2 of chapter 63 of the statutes of 1908 is amended by adding at the end thereof the figures '$200,000.'

1910

ACT 9-10 EDWARD VII., CHAP. 51.

(Assented to May 4 1910).

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6.400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and Southwestern railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence by the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7, not exceeding 1 mile.

6. For a line of railway from Brazil lake, on the Dominion Atlantic railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for 3½ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouta railway to a point on the boundary line betwen New Brunswick and Quebec, at the foot of Beau lake, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Rock, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspebiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted

by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a lien of railway between the points above mentioned; not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(a) from Valcartier station to St. Catherine, not exceeding 3·8 miles;

(b) from Valcartier station towards Gosford, not exceeding 5½ miles;

(c) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles.

(d) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(e) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1·6 miles;

(f) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;

(g) from Chicoutimi south or southeast; not exceeding 5 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35·9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25, not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence river at or near Quebec; not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9, not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary, in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(a) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards Algoma Central and Hudson Bay railway; not exceeding 76 miles;

(b) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(c) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(a) from Sault Ste. Marie to a point on the Canadian Pacific railway between White river and Dalton stations in the district of Algoma, not exceeding 200 miles;

(b) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway, not exceeding 25 miles;

(c) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63 for 18 miles ; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles

34. To the Nipigon Railway Company for the following lines of railway:—

(a) from a point at or near Nipigon station on the line of the Canadian Pacific railway to Nipigin lake; not exceeding 30 miles;

(b) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding 3½ miles;

(c) from a point on the line of the Nipigon railway at or near the crossing of the French river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles.

(d) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

(a) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, northeasterly; not exceeding 10 miles;

(b) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

(a) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen railway; not exceeding 250 miles;

(b) from a point on the company's line of railway near Coldwater river to a point on the Fraser river; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

43. To the Kootenay Central Railway Company, for at line of railway from Golden towards the Internatioanl Boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan lake, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 67; not exceeding 24 miles.

45. For a line of railway from Montreal to a point on the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line ot railway from Papineauville, on the Canadian Pacific railway, towards Lake Nomining, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

2. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made, or caused to be made, an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opionon the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of construction of such railway.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a) Upon completion of the work subsidized; or,

(b) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(c) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(d) With respect to (*b*) and (*c*), part one way, part the other.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railwyas shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

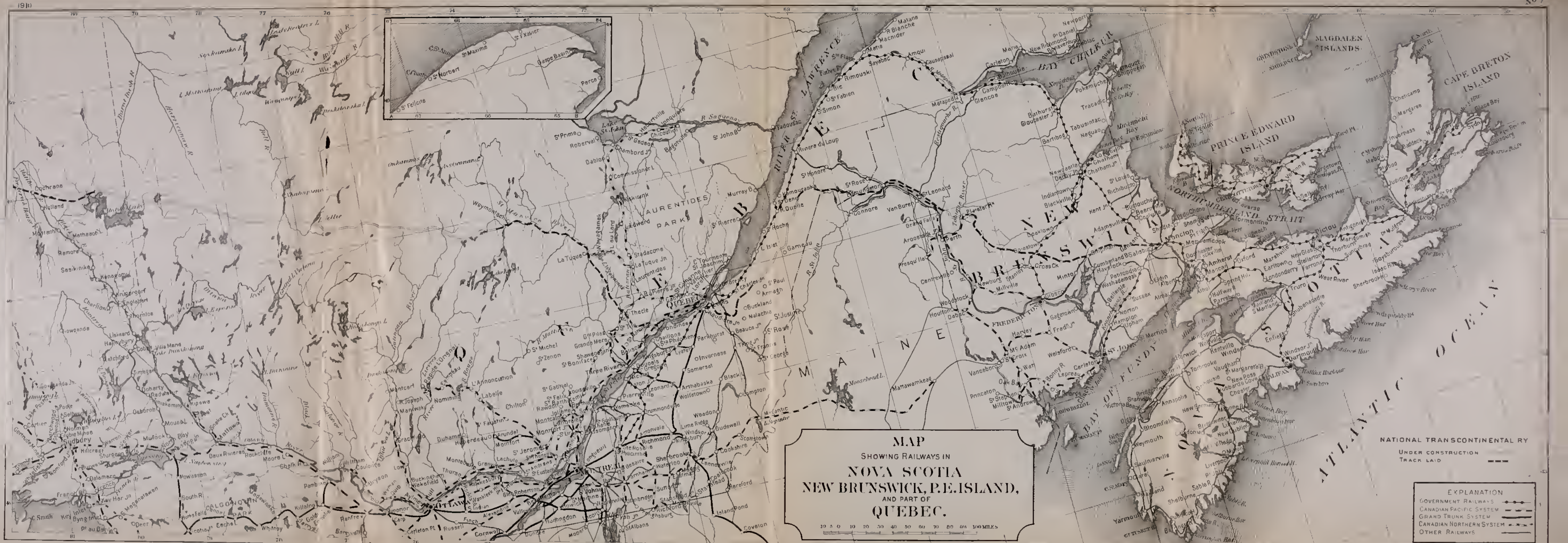
(a) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(c) that in no case shall the subsidy exceed the sum of $6,400 per mile.

1910

No 7



MAP
SHOWING RAILWAYS IN
NOVA SCOTIA
NEW BRUNSWICK, P.E. ISLAND,
AND PART OF
QUEBEC.

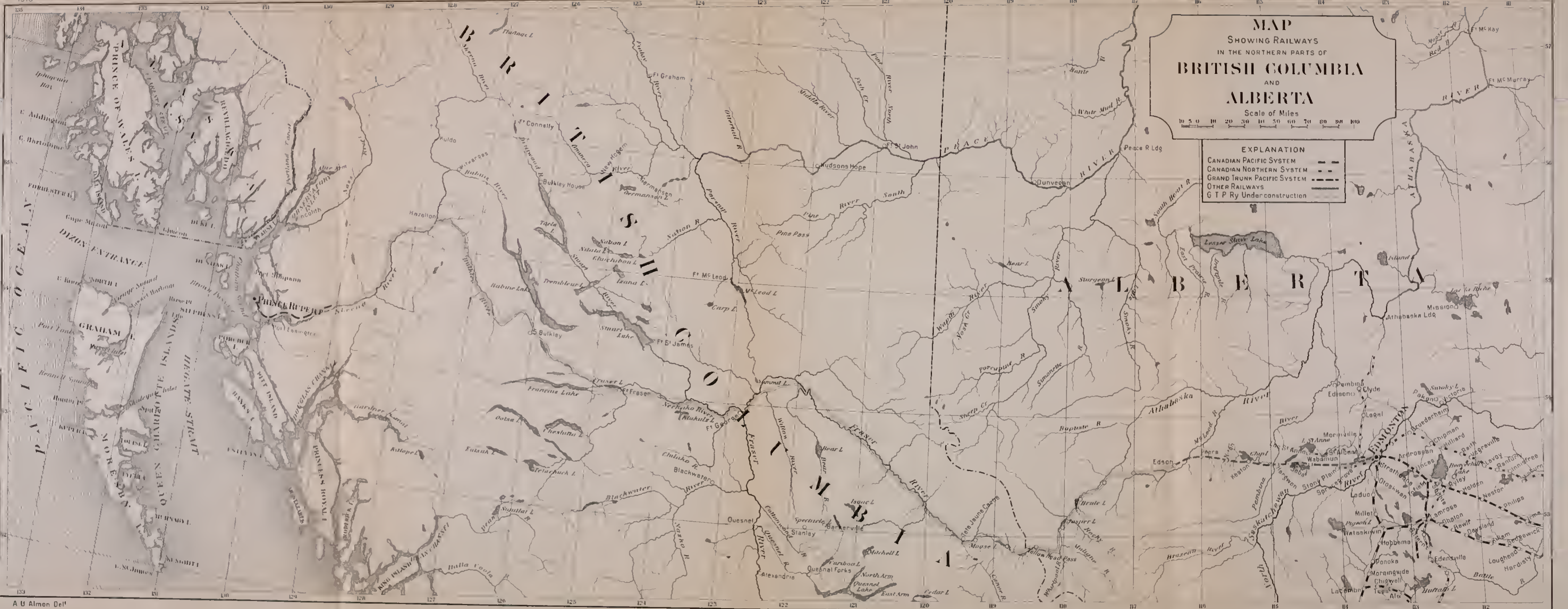
NATIONAL TRANSCONTINENTAL RY
UNDER CONSTRUCTION
TRACK LAID

EXPLANATION
GOVERNMENT RAILWAYS
CANADIAN PACIFIC SYSTEM
GRAND TRUNK SYSTEM
CANADIAN NORTHERN SYSTEM
OTHER RAILWAYS

10 5 0 10 20 30 40 50 60 70 80 90 100 MILES
ATLANTIC OCEAN
CAPE BRETON ISLAND
MAGDALEN ISLANDS
PRINCE EDWARD ISLAND
NORTHUMBERLAND STRAIT
NOVA SCOTIA
NEW BRUNSWICK
BAY OF FUNDY
BAY CHALEUR
RIVER ST. LAWRENCE
MAINE
QUEBEC
LAURENTIDES PARK
Lake St John
R. Saguenay
Gaspe Basin
Perce
Rimouski
Matane
Campbellton
Bathurst
Chatham
Newcastle
Moncton
Amherst
Truro
Halifax
Windsor
Yarmouth
Pictou
Antigonish
Sydney
Fredericton
St John
Woodstock
Edmundston
Riviere du Loup
Levis
Montreal
Ottawa
Sherbrooke
Three Rivers
La Tuque
Cochrane
Sudbury
Cobalt
North Bay
Pembroke
Renfrew
Cornwall
Moosehead L.
Charlottetown
Summerside
Annapolis
Digby
Liverpool
Shelburne
Lunenburg
Mulgrave
Oxford
Sackville
Sussex
Megantic
Coaticook
St Johns
Valleyfield
Hull
Mattawa
Quebec

1910

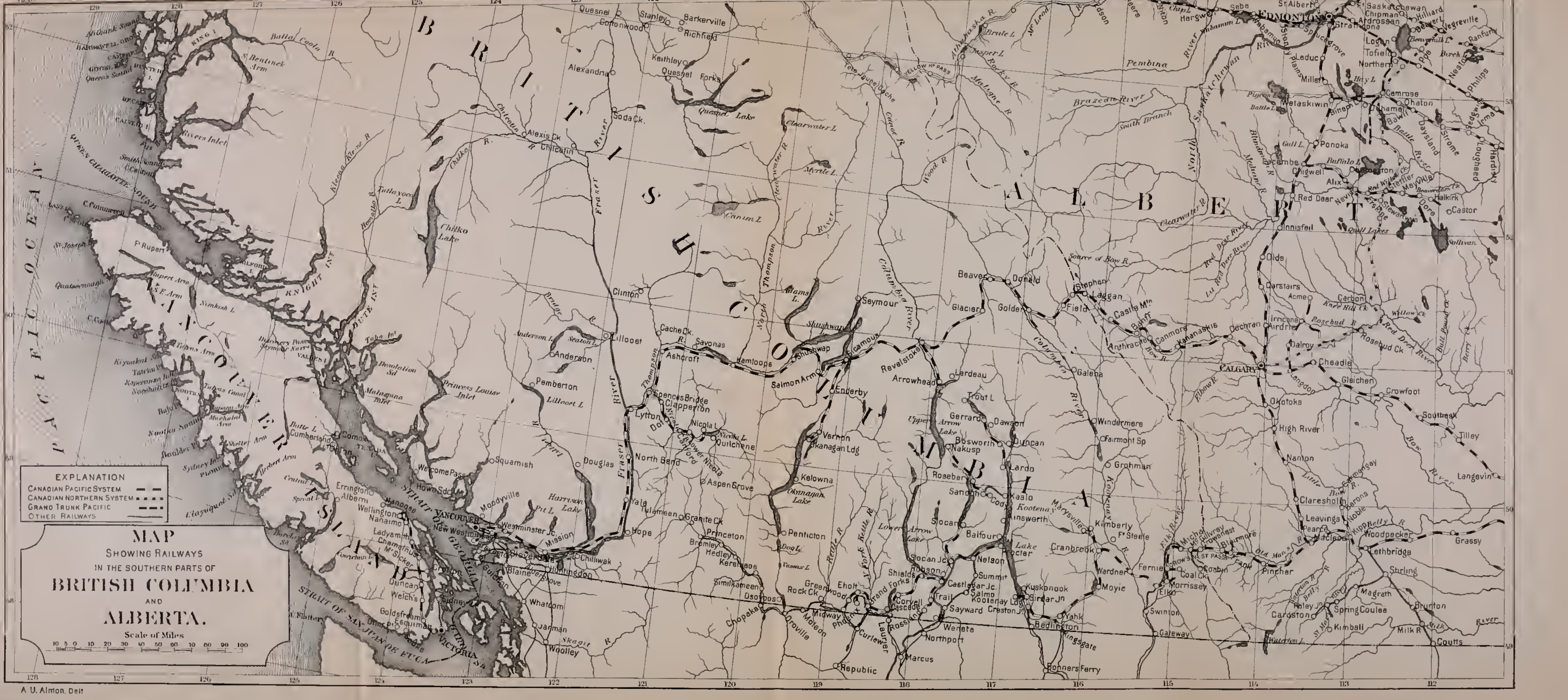
Nº 2



MAP
SHOWING RAILWAYS
IN THE NORTHERN PARTS OF
BRITISH COLUMBIA
AND
ALBERTA

Scale of Miles
10 5 0 10 20 30 40 50 60 70 80 90 100
EXPLANATION
Canadian Pacific System
Canadian Northern System
Grand Trunk Pacific System
Other Railways
G T P Ry Under construction
BRITISH COLUMBIA
ALBERTA
PACIFIC OCEAN
DIXON ENTRANCE
HECATE STRAIT
QUEEN CHARLOTTE ISLANDS
GRAHAM I.
MORESBY I.
PRINCE OF WALES I.
REVILLAGIGEDO
PRINCE RUPERT
Port Simpson
Port Essington
Cape Muzon
C. Addington
C. Bartolome
Portland Canal
Observatory Inlet
Nass R.
Skeena River
Hazelton
Kuldo
Kisgegas
Babine River
Babine Lake
Bulkley House
S. Bulkley
St Connelly
Omineca River
Germansen L.
Tacla L.
Nation R.
Stuart L.
Stuart River
Trembleur L.
Ft. St. James
Fraser L.
Ft. Fraser
Francois Lake
Ootsa L.
Nechako River
Ft. George
Fraser River
Blackwater River
Quesnel
Cottonwood
Barkerville
Stanley
Quesnel Forks
Alexandria
Quesnel Lake
Cariboo L.
Bella Coola
Gardner Canal
Douglas Chan.
Princess Royal I.
Pitt Island
Banks I.
Parsnip River
Finlay River
Ft. Graham
Ft. McLeod
McLeod L.
Summit L.
Pine Pass
Pine River
Ft. St. John
Hudsons Hope
PEACE RIVER
Peace R Ldg
Dunvegan
Smoky River
Wapiti River
Porcupine R
Simonette R
Sturgeon L.
Lesser Slave Lake
Athabaska River
Athabaska Ldg
Ft. McMurray
Ft. McKay
Lac la Biche
Tete Jaune Cache
Yellow Head Pass
Moose L.
Brazeau River
Pembina
McLeod R.
Baptiste R.
Edson
Entwistle
Wabamun
Stony Plain
St. Albert
Morinville
EDMONTON
Clyde
Edison
Strathcona
Saskatchewan River
Fort Saskatchewan
Beaverhill Lake
Vegreville
Camrose
Wetaskiwin
Ponoka
Lacombe
Hardisty
Sedgewick
Battle R.
Buffalo L.
Chipman
Lamont
Leduc
Millet
Pigeon L.
Victoria

A U Almon Delᵗ



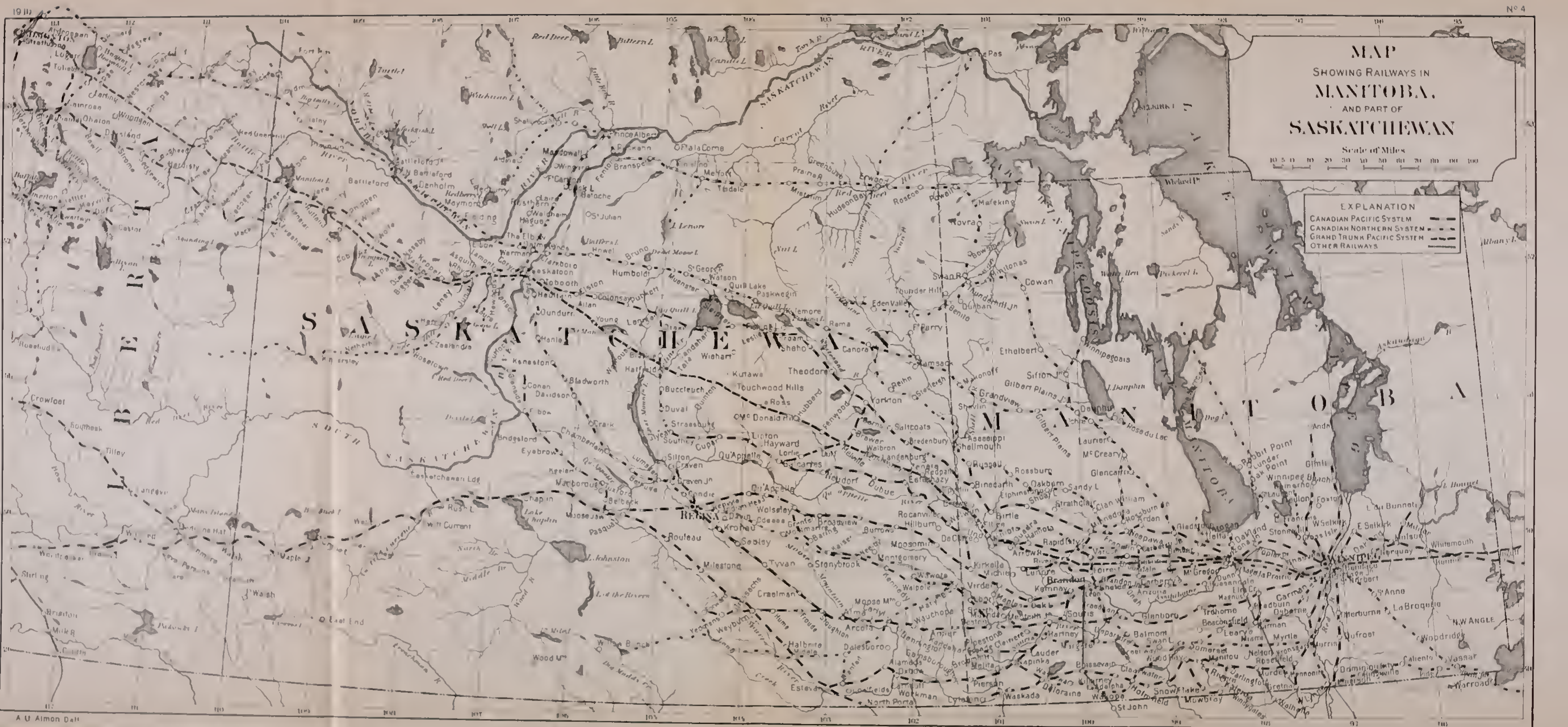
MAP
SHOWING RAILWAYS
IN THE SOUTHERN PARTS OF
BRITISH COLUMBIA
AND
ALBERTA.

Scale of Miles

EXPLANATION
CANADIAN PACIFIC SYSTEM — —
CANADIAN NORTHERN SYSTEM ▪ ▪ ▪ ▪
GRAND TRUNK PACIFIC ▬ ▬ ▪
OTHER RAILWAYS ——

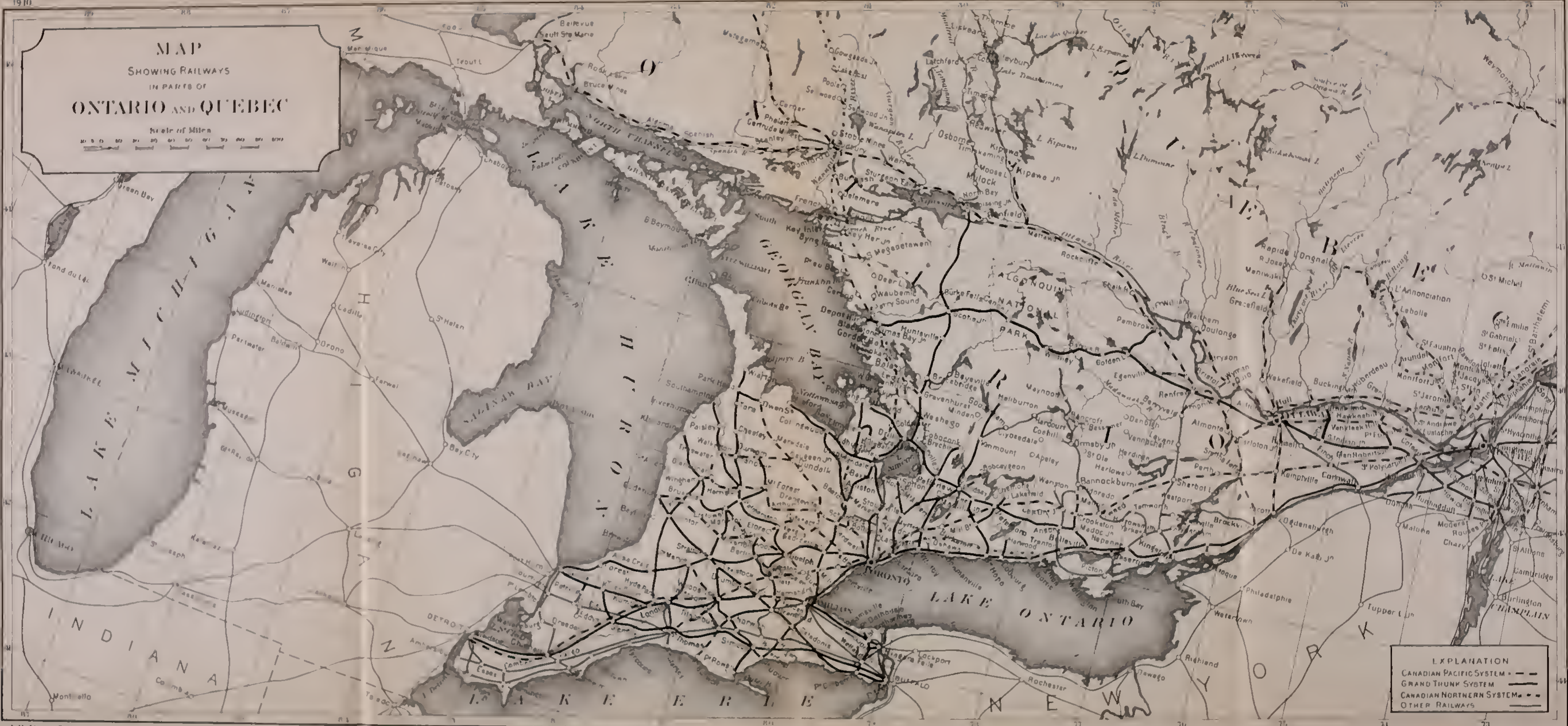
BRITISH COLUMBIA
ALBERTA
VANCOUVER ISLAND
PACIFIC OCEAN
QUEEN CHARLOTTE SOUND
STRAIT OF GEORGIA
STRAIT OF SAN JUAN DE FUCA
10 5 0 10 20 30 40 50 60 70 80 90 100
Quesnel
Cottonwood
Stanley
Barkerville
Richfield
Keithley
Quesnel Forks
Quesnel Lake
Alexandria
Soda Ck.
Alexis Ck
Chilcotin
Chilko Lake
Clearwater L.
Canim L.
Myrtle L.
Tete Jaune Cache
Yellow Hd Pass
Jasper L.
Brule L.
Edmonton
St Albert
Strathcona
Saskatchewan
Chipman
Ardrossan
Hilliard
Vegreville
Spruce Grove
Leduc
Millet
Wetaskiwin
Camrose
Ponoka
Lacombe
Alix
Red Deer
Innisfail
Olds
Carstairs
Airdrie
Calgary
Okotoks
High River
Nanton
Claresholm
Macleod
Pincher
Lethbridge
Cardston
Magrath
Coutts
Medicine Hat
Castor
Halkirk
Stettler
Gleichen
Crowfoot
Langevin
Cochrane
Canmore
Banff
Laggan
Field
Golden
Donald
Beaver
Glacier
Revelstoke
Arrowhead
Sicamous
Shuswap
Salmon Arm
Enderby
Vernon
Okanagan Ldg
Kelowna
Okanagan Lake
Penticton
Kamloops
Savonas
Ashcroft
Cache Ck.
Clinton
Lillooet
Pemberton
Spences Bridge
Lytton
North Bend
Yale
Hope
Nicola L.
Quilchene
Aspen Grove
Princeton
Hedley
Keremeos
Similkameen
Osoyoos
Greenwood
Midway
Grand Forks
Rossland
Trail
Nelson
Kaslo
Sandon
Nakusp
Slocan
Salmo
Creston
Kuskonook
Cranbrook
Kimberly
Ft Steele
Fernie
Michel
Frank
Blairmore
Crows Nest Pass
Moyie
Yahk
Bedlington
Kingsgate
Bonners Ferry
Gateway
Windermere
Vancouver
New Westminster
Westminster Jc.
Mission
Chilliwak
Huntingdon
Blaine
Whatcom
Victoria
Nanaimo
Wellington
Ladysmith
Chemainus
Duncan
Sidney
Comox
Cumberland
Alberni
Squamish
Douglas
Harrison Lake
Republic
Marcus
Northport
Oroville

A. U. Almon. Delt


MAP
SHOWING RAILWAYS IN
MANITOBA,
AND PART OF
SASKATCHEWAN
Scale of Miles
10 5 0 10 20 30 40 50 60 70 80 90 100
EXPLANATION
CANADIAN PACIFIC SYSTEM
CANADIAN NORTHERN SYSTEM
GRAND TRUNK PACIFIC SYSTEM
OTHER RAILWAYS
SASKATCHEWAN
MANITOBA
ALBERTA
SASKATCHEWAN RIVER
SOUTH SASKATCHEWAN
Prince Albert
Battleford
Saskatoon
Humboldt
Yorkton
Regina
Moose Jaw
Swift Current
Medicine Hat
Brandon
Winnipeg
Portage la Prairie
Dauphin
Selkirk
Emerson
Pas
Lake Winnipegosis
Lake Manitoba
Lake Winnipeg
A. U. Almon Del.

1910

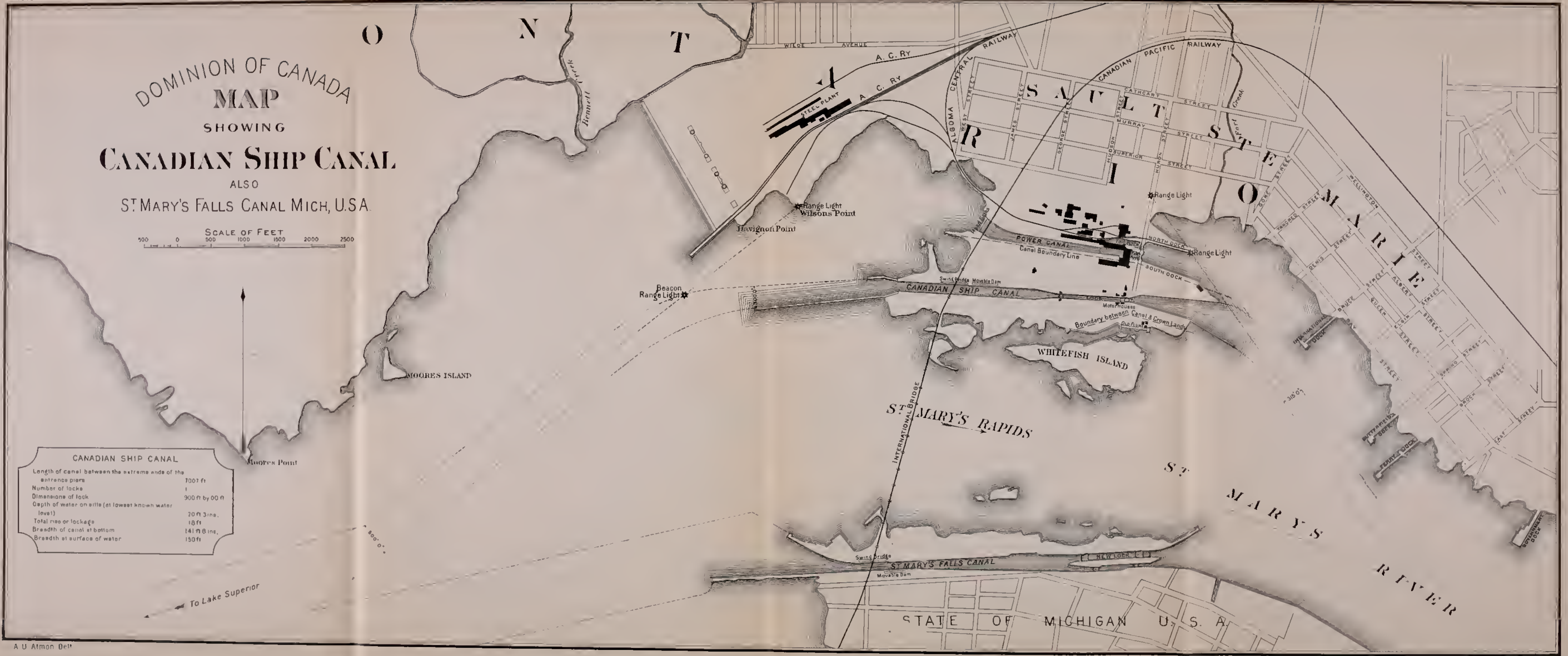
N° 6



MAP
SHOWING RAILWAYS
IN PARTS OF
ONTARIO AND QUEBEC

Scale of Miles
EXPLANATION
Canadian Pacific System
Grand Trunk System
Canadian Northern System
Other Railways
LAKE MICHIGAN
LAKE HURON
GEORGIAN BAY
SAGINAW BAY
NORTH CHANNEL
LAKE ONTARIO
LAKE ERIE
CHAMPLAIN
MICHIGAN
INDIANA
ONTARIO
QUEBEC
NEW YORK
ALGONQUIN NATIONAL PARK
Ottawa River
TORONTO
Hamilton
Kingston
Montreal
Ottawa
Hull
North Bay
Sudbury
Sault Ste Marie
Parry Sound
Huntsville
Owen Sound
Collingwood
Guelph
London
St Thomas
Buffalo
Niagara Falls
Lockport
Rochester
Watertown
Ogdensburg
Philadelphia
De Kalb Jn
Tupper L Jn
Plattsburg
Burlington
St Albans
Malone
Chazy
Brockville
Cornwall
Prescott
Perth
Renfrew
Pembroke
Arnprior
Almonte
Carleton Jn
Kemptville
Wakefield
Buckingham
Montfort
St Jerome
Lachute
L'Annonciation
Labelle
St Michel
Vaudreuil
Belleville
Trenton
Peterborough
Lindsay
Orillia
Barrie
Midland
Penetanguishene
Gravenhurst
Bracebridge
Haliburton
Bancroft
Madoc
Napanee
Picton
Sharbot L
Harlowe
Cobourg
Port Hope
Whitby
Oshawa
Bowmanville
Goderich
Kincardine
Southampton
Wiarton
Palmerston
Stratford
Berlin
Woodstock
Brantford
Galt
St Catharines
Welland
Sarnia
Port Huron
Windsor
Detroit
Chatham
Essex
Amherstburg
Simcoe
Tillsonburg
Bay City
Saginaw
Flint
Lansing
Pontiac
Grand Rapids
Muskegon
Ludington
Manistee
Traverse City
Petoskey
Cheboygan
Mackinaw City
St Ignace
Green Bay
Fond du Lac
Milwaukee
Michigan City
South Bend
Marquette
Trout L
Temagami
Haileybury
Liskeard
New Liskeard
Latchford
Cobalt
Mattawa
Sturgeon Falls
French River
Key Inlet
Byng Inlet
Depot Harbour
Waltham
Shawville
Golden L
Eganville
Barry's Bay
Whitney
Madawaska
Rockcliffe

A U Aimon Delt



DOMINION OF CANADA

MAP

SHOWING

CANADIAN SHIP CANAL

ALSO

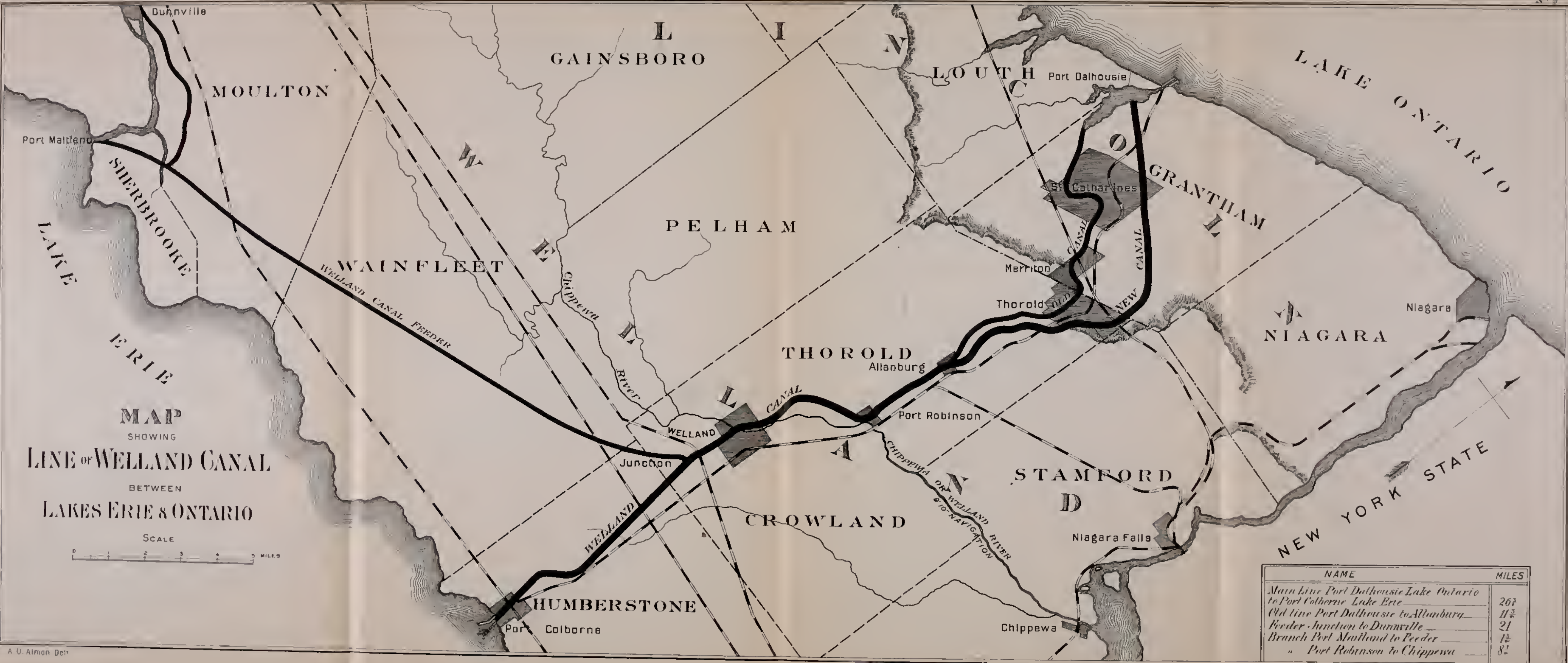
ST. MARY'S FALLS CANAL MICH, U.S.A.

SCALE OF FEET
500
0
500
1000
1500
2000
2500
O N T A R I O
SAULT STE MARIE
Bennett Creek
Fort Creek
WIEGE AVENUE
A. C. Ry
ALGOMA CENTRAL RAILWAY
CANADIAN PACIFIC RAILWAY
STEEL PLANT
WEST STREET
JAMES STREET
GEORGE STREET
HUDSON STREET
HURON STREET
CATHCART STREET
MURRAY STREET
SUPERIOR STREET
GORE STREET
WELLINGTON STREET
TANCRED STREET
DENIS STREET
ALBERT STREET
BRUCE STREET
QUEEN STREET
ELGIN STREET
BAY STREET
SPRING STREET
BROCK STREET
EAST STREET
Range Light
Wilsons Point
Havignon Point
Beacon
Range Light
POWER CANAL
Canal Boundary Line
NORTH DOCK
SOUTH DOCK
Swing Bridge
Movable Dam
CANADIAN SHIP CANAL
Lock
Motor Houses
Boundary between Canal & Crown Lands
WHITEFISH ISLAND
MOORES ISLAND
Moores Point
INTERNATIONAL BRIDGE
ST. MARY'S RAPIDS
ST. MARYS RIVER
INTERNATIONAL DOCK
DOCK
FERRY DOCK
GOVERNMENT DOCK
315'0"
800'0"
To Lake Superior
Swing Bridge
ST. MARY'S FALLS CANAL
Movable Dam
NEW LOCK
STATE OF MICHIGAN U. S. A.

CANADIAN SHIP CANAL

Length of canal between the extreme ends of the entrance piers	7007 ft
Number of locks	1
Dimensions of lock	900 ft by 00 ft
Depth of water on sills (at lowest known water level)	20 ft 3 ins.
Total rise or lockage	18 ft
Breadth of canal at bottom	141 ft 8 ins.
Breadth at surface of water	150 ft

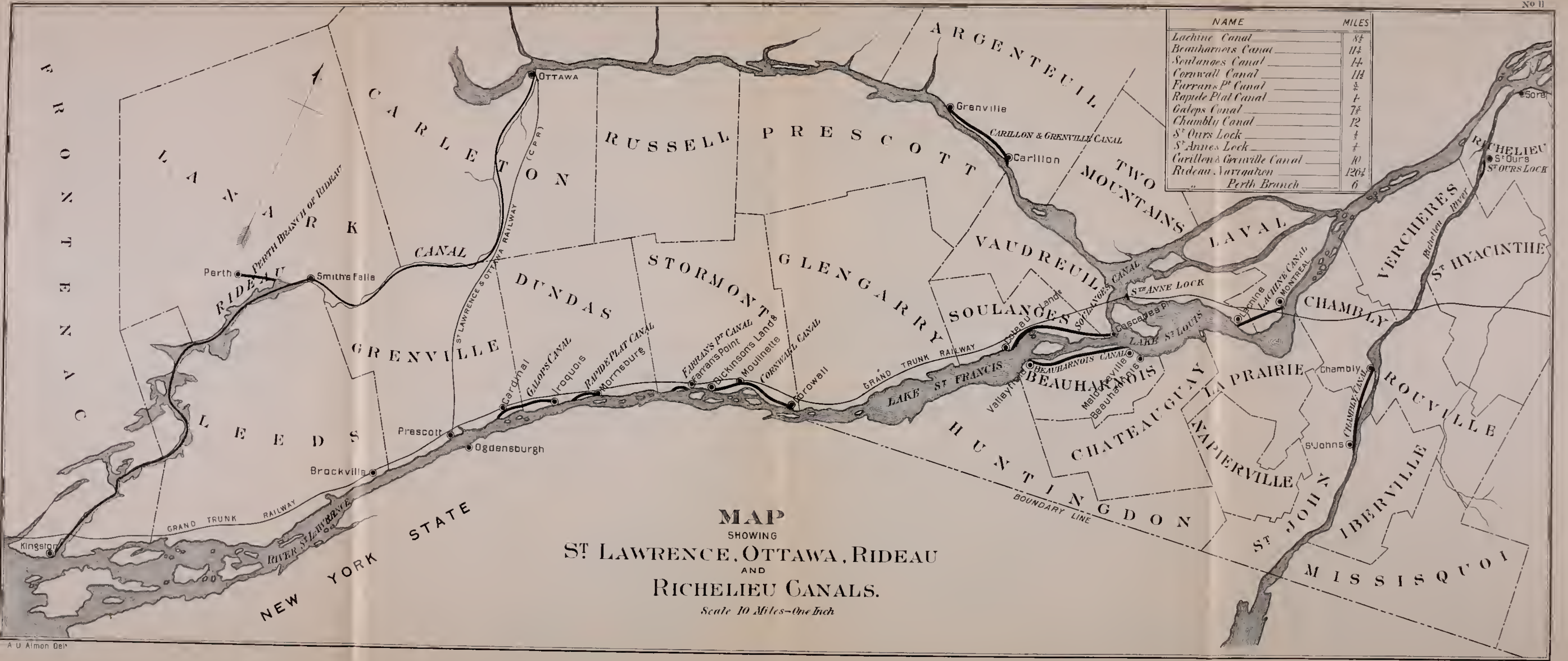
A. U. Atmon Delt


Dunnville
MOULTON
GAINSBORO
L I N C O L N
W E L L A N D
LOUTH
Port Dalhousie
LAKE ONTARIO
Port Maitland
SHERBROOKE
LAKE ERIE
WAINFLEET
WELLAND CANAL FEEDER
PELHAM
Chippewa River
St Catharines
GRANTHAM
Merriton
Thorold
OLD CANAL
NEW CANAL
Niagara
NIAGARA
THOROLD
Allanburg
WELLAND
CANAL
Port Robinson
Junction
CHIPPEWA OR WELLAND RIVER
9'10" NAVIGATION
STAMFORD
CROWLAND
WELLAND
HUMBERSTONE
Port Colborne
Niagara Falls
Chippewa
NEW YORK STATE
Scale
0 1 2 3 4 5 MILES

MAP
SHOWING
LINE OF WELLAND CANAL
BETWEEN
LAKES ERIE & ONTARIO

NAME	MILES
Main Line Port Dalhousie Lake Ontario to Port Colborne Lake Erie	26¾
Old line Port Dalhousie to Allanburg	11¾
Feeder Junction to Dunnville	21
Branch Port Maitland to Feeder	1½
" Port Robinson to Chippewa	8½

A. U. Almon Del.



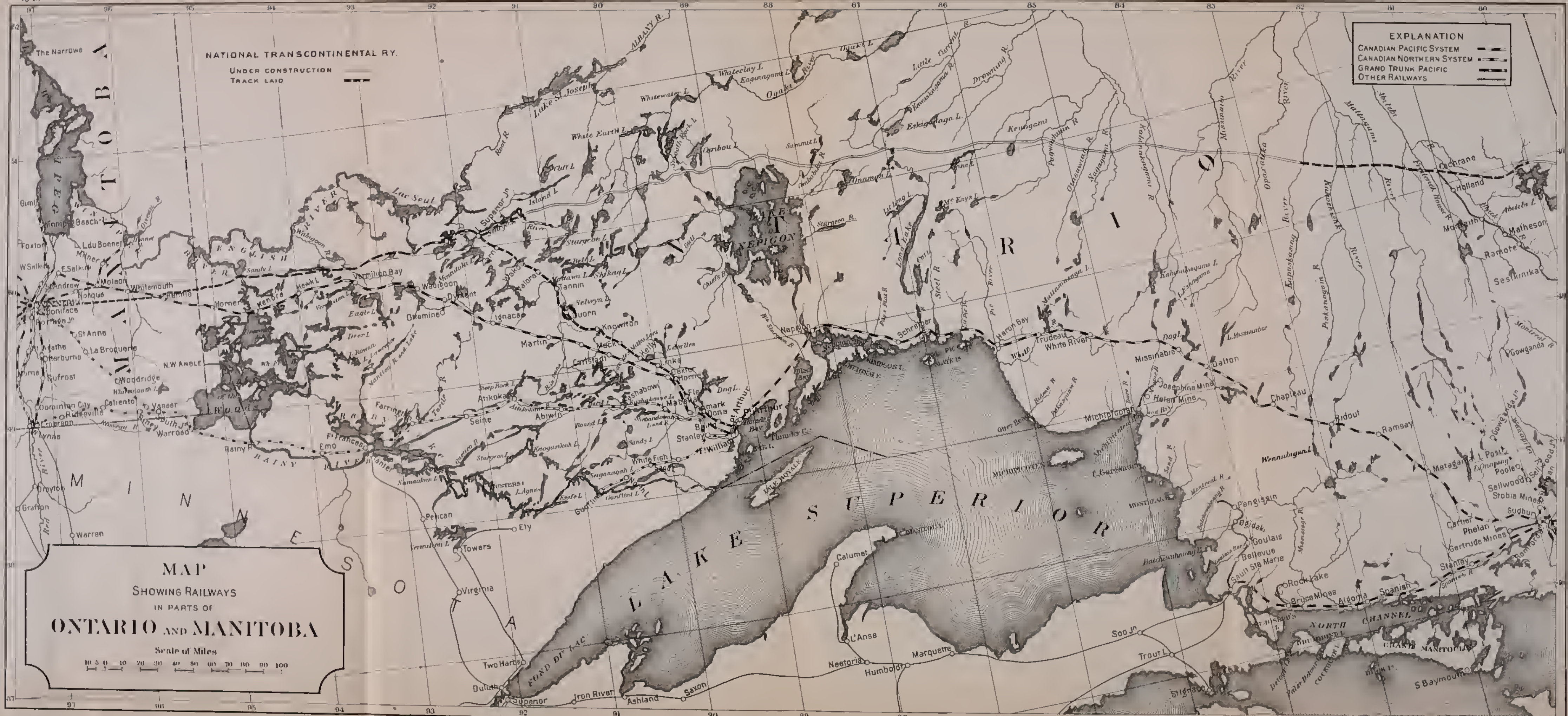
MAP
SHOWING
St. LAWRENCE, OTTAWA, RIDEAU
AND
RICHELIEU CANALS.

Scale 10 Miles–One Inch

NAME	MILES
Lachine Canal	8½
Beauharnois Canal	11¼
Soulanges Canal	14
Cornwall Canal	11½
Farrans Pt Canal	¾
Rapide Plat Canal	4
Galops Canal	7⅝
Chambly Canal	12
St Ours Lock	⅛
St Annes Lock	⅛
Carillon & Grenville Canal	10
Rideau Navigation	126¼
" Perth Branch	6

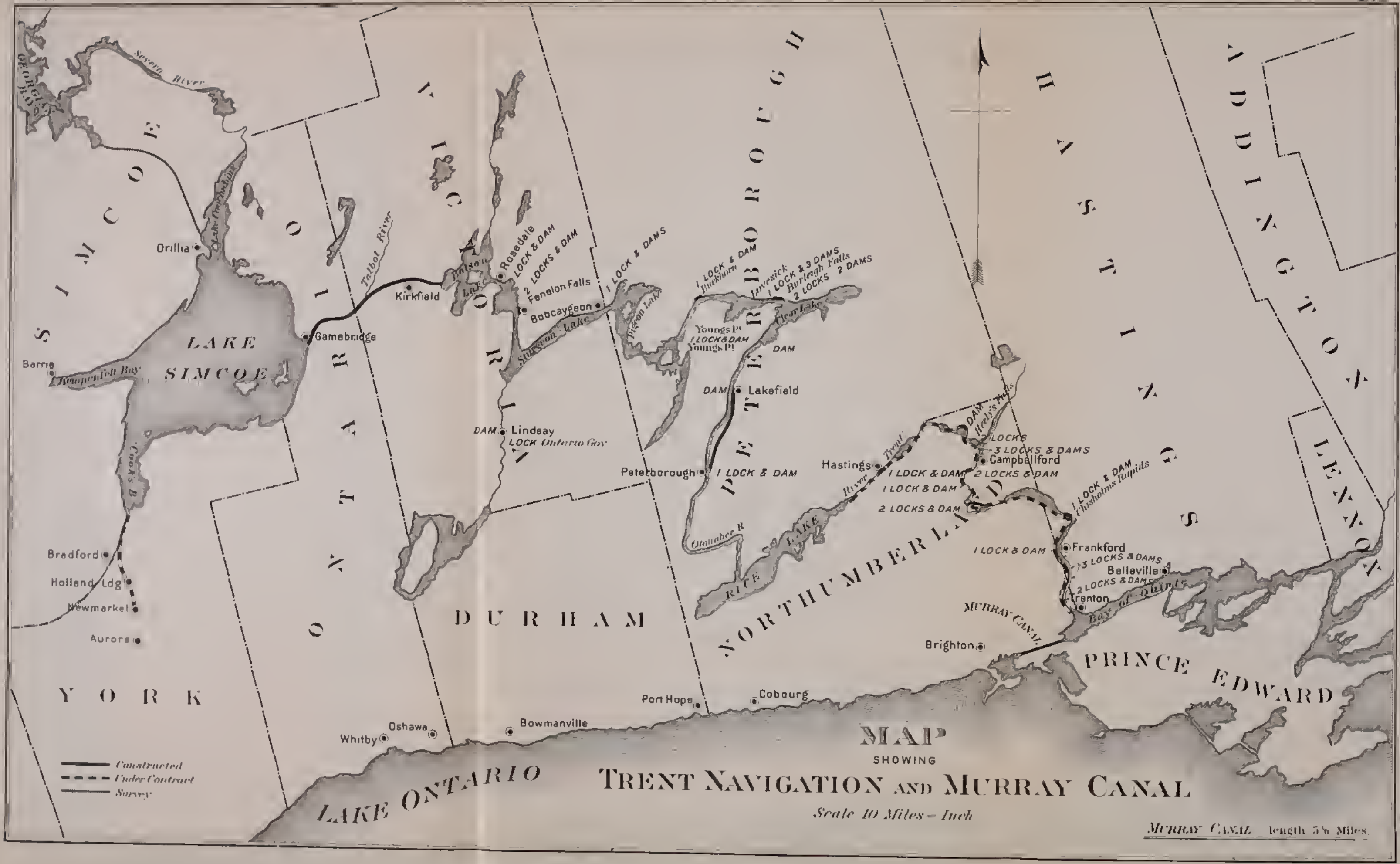
FRONTENAC
LANARK
CARLETON
RUSSELL
PRESCOTT
ARGENTEUIL
TWO MOUNTAINS
LAVAL
VAUDREUIL
SOULANGES
GLENGARRY
STORMONT
DUNDAS
GRENVILLE
LEEDS
BEAUHARNOIS
CHATEAUGUAY
LA PRAIRIE
NAPIERVILLE
HUNTINGDON
ST JOHN
IBERVILLE
MISSISQUOI
ROUVILLE
CHAMBLY
VERCHERES
ST HYACINTHE
RICHELIEU
NEW YORK STATE
Ottawa
(C.P.R.)
ST LAWRENCE & OTTAWA RAILWAY
CANAL
RIDEAU
PERTH BRANCH OF RIDEAU
Perth
Smith's Falls
Kingston
Brockville
Prescott
Ogdensburgh
Cardinal
GALOPS CANAL
Iroquois
RAPIDE PLAT CANAL
Morrisburg
FARRAN'S PT CANAL
Farrans Point
Dickinson's Landg
Moulinette
CORNWALL CANAL
Cornwall
GRAND TRUNK RAILWAY
LAKE ST FRANCIS
Coteau Landg
SOULANGES CANAL
Valleyfield
BEAUHARNOIS CANAL
Melocheville
Beauharnois
Cascades Pt
LAKE ST LOUIS
STE ANNE LOCK
Lachine
LACHINE CANAL
MONTREAL
Grenville
CARILLON & GRENVILLE CANAL
Carillon
Chambly
CHAMBLY CANAL
St Johns
Richelieu River
St Ours
ST OURS LOCK
Sorel
RIVER ST LAWRENCE
BOUNDARY LINE
GRAND TRUNK RAILWAY

A U Aimon Del



MAP
SHOWING RAILWAYS
IN PARTS OF
ONTARIO AND MANITOBA

Scale of Miles
10 5 0 10 20 30 40 50 60 70 80 90 100
NATIONAL TRANSCONTINENTAL RY.
UNDER CONSTRUCTION
TRACK LAID
EXPLANATION
CANADIAN PACIFIC SYSTEM
CANADIAN NORTHERN SYSTEM
GRAND TRUNK PACIFIC
OTHER RAILWAYS
MANITOBA
ONTARIO
MINNESOTA
LAKE SUPERIOR
LAKE NEPIGON
LAKE WINNIPEG
LAKE OF THE WOODS
NORTH CHANNEL
GRAND MANITOULIN
ISLE ROYALE
MICHIPICOTEN
The Narrows
Gimli
Winnipeg Beach
Foxton
Selkirk
E. Selkirk
St Andrew
Nohque
Molson
Whitemouth
St Boniface
Portage Jn
St Anne
La Broquerie
Woodridge
Caliento
Vassar
Dominion City
Ridgeville
Emerson
Dufrost
Letellier
Dryton
Grafton
Warren
Red River
N.W. Angle
Warroad
Rainy River
Rainy R.
Emo
Ft Frances
Ranter
Pelican
Ely
Towers
Virginia
Two Harbors
Duluth
Superior
Iron River
Ashland
Saxon
Calumet
L'Anse
Nestoria
Humboldt
Marquette
Soo Jn
Trout L.
St Ignace
Sault Ste Marie
Bellevue
Goulais
Odidaki
Pangissin
Rock Lake
Bruce Mines
Algoma
Spanish
Stanley
Cartier
Phelan
Gertrude Mines
Sudbury
Stobia Mine
Sellwood
Poole
Post
Metagama
Ramsay
Ridout
Chapleau
Dalton
Missinabie
Josephine Mine
Helen Mine
Michipicoten
Dog L.
White River
Trudeau
Heron Bay
Schreiber
Nepigon
Port Arthur
Ft William
Stanley
Mabella
Shabaqua
Atikokan
Seine
Farrington
Martin
Carlstadt
Knowlton
Quorn
Tannin
Ignace
Dinorwic
Wabigoon
Vermilion Bay
Kenora
Hawk L.
Horner
Minaki
Superior Jn
Dryden
Oxdrift
Cochrane
Holland
Matheson
Monteith
Ramore
Sesekinika
Gowganda
Lac Seul
English River
Lake St Joseph
Albany R.
Whiteclay L.
Ogoki L.
Ogoki River
Eskigalaga L.
Kenogami
Missinaibi R.
Abitibi
Mattagami R.
Kapuskasing River
Fond du Lac
Batchawana


SIMCOE
ONTARIO
VICTORIA
PETERBOROUGH
HASTINGS
ADDINGTON
LENNOX
NORTHUMBERLAND
DURHAM
YORK
PRINCE EDWARD
GEORGIAN BAY
Severn River
Lake Couchiching
Orillia
LAKE SIMCOE
Barrie
Kempenfelt Bay
Cook's B.
Bradford
Holland Ldg.
Newmarket
Aurora
Gamebridge
Kirkfield
Talbot River
Balsam Lake
Rosedale
LOCK & DAM
2 LOCKS & DAM
Fenelon Falls
Bobcaygeon
1 LOCK & DAMS
Sturgeon Lake
Pigeon Lake
DAM
Lindsay
LOCK Ontario Gov.
1 LOCK & DAM
Buckhorn
Lovesick
1 LOCK & 3 DAMS
Burleigh Falls
2 LOCKS 2 DAMS
Clear Lake
Youngs Pt.
1 LOCK & DAM
Youngs Pt.
DAM
DAM
Lakefield
Peterborough
1 LOCK & DAM
Otonabee R.
RICE LAKE
Hastings
River Trent
1 LOCK & DAM
1 LOCK & DAM
2 LOCKS & DAM
DAM
Healy's Falls
LOCKS
3 LOCKS & DAMS
Campbellford
2 LOCKS & DAM
1 LOCK & DAM
Chisholm's Rapids
Frankford
1 LOCK & DAM
3 LOCKS & DAMS
Belleville
2 LOCKS & DAMS
Trenton
Bay of Quinte
MURRAY CANAL
Brighton
Cobourg
Port Hope
Bowmanville
Oshawa
Whitby
LAKE ONTARIO
Constructed
Under Contract
Survey
MURRAY CANAL length 5⅛ Miles.

MAP
SHOWING
TRENT NAVIGATION AND MURRAY CANAL
Scale 10 Miles = Inch

AL REPORT

OF THE

ailways and Canals for 1910

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pany Deputy Minister's Report

parts of British Columbia and Alberta.
parts of British Columbia and Alberta.
d part of Saskatchewan.
ario and Manitoba.
ario and Quebec.
New Brunswick, Prince Edward Island and parts of Quebec.
l also St. Mary's Falls Canal, Mich., U.S.A.
between Lake Erie and Ontario.
irray Canal.
a, Rideau and Richelieu Canals.

328.71
C121,2
(1911, v.12. Maps).

ANNUAL REPORT

OF THE

Department of Railways and Canals for 1910

Maps to accompany Deputy Minister's Report

1. General map of the Dominion.
2. Map showing Railways in the northern parts of British Columbia and Alberta.
3. Map showing Railways in the southern parts of British Columbia and Alberta.
4. Map showing Railways in Manitoba and part of Saskatchewan.
5. Map showing Railways in parts of Ontario and Manitoba.
6. Map showing Railways in parts of Ontario and Quebec.
7. Map showing Railways in Nova Scotia, New Brunswick, Prince Edward Island and parts of Quebec.
8. Map showing Canadian Ship Canal and also St. Mary's Falls Canal, Mich., U.S.A.
9. Map showing Line of Welland Canal between Lake Erie and Ontario.
10. Map showing Trent Navigation and Murray Canal.
11. Map showing the St. Lawrence, Ottawa, Rideau and Richelieu Canals.

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1909

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1910

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the report on Canal Statistics for the year ended December 31, 1909.

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1909.

I have the honour to be, Sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
February 7, 1910.

A. W. CAMPBELL, Esq.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended December 31, 1909.

At the commencement of the season of navigation a new form of ship's report was adopted. This schedule presents the advantages of being considerably shorter than that which had for many years been in use, and of conforming closely with the classification of commodities in force on the railways of both Canada and the United States.

The traffic of the canals in 1909 amounted to 33,720,748 tons, representing an increase of 16,217,928 tons over 1908, or 92.6 per cent.

Of the total volume of business, 27,976,399 tons were classified as down, or eastbound; while 5,744,349 were entered as up, or westbound. There was for the year an increase of 14,739,171 tons in the former, and of 1.478,757 tons in the latter.

The net increase of 16,217,928 tons for the year 1909 was divided among the various canals as follows:—

—	1908.	1909.	Increase.
Sault Ste. Marie	12,759,216	27,861,245	15,102,029
Welland	1,703,453	2,025,951	322,498
St. Lawrence	2,009,102	2,410,629	401,527
Chambly	503,276	752,117	248,841
St. Peter's	72,015	79,850	7,835
Murray	25,901	102,291	76,390
Ottawa	258,527	336,939	78,412
Rideau	89,640	91,774	2,134
Trent	81,690	59,952	....

The aggregate of business through the canals of Canada during the year 1909 may be better comprehended by a comparison with the results for the preceding nine years. The figures are as follow:—

1900	5,013,693	tons.
1901	5,665,259	"
1902	7,513,197	"
1903	9,203,817	"
1904	8,256,236	"
1905	9,371,744	"
1906	10,523,185	"
1907	20,543,639	"
1908	17,502,820	"
1909	33.720,748	"

Following is a comprehensive table, showing both the volume and direction of freight traffic for a series of years:—

STATEMENT of total Freight passed through the Canals for the following years:—

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2.258,367	3 113,896
1890	369,593	1,137,011	144,368	133,188	216.813	320,324	58,709	533,021	789,505	2,123,542	2 913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225.924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	618,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699.784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,674,283	3,439,225	1,060,715	667,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748

* Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years:—

CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up & down.	
1887.....	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888.....	1,113,290	1,120,774	158,209	34,368	1,252	....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889.....	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890...	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891....	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892....	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893....	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894.....	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895.....	1,258,848	1,165,683	253,693	13,383	....	....	5,899	285,553	1,518,440	1,464,619	2,983,059	17,136
1896.....	1,547,757	1,420,342	200,292	5,234	157	....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897.....	1,629,192	1,482,951	215,785	11,378	....	....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898....	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899.....	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900.....	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901.....	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902.....	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903.....	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904.....	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905....	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906....	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907.....	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	28,833
1908.....	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909.....	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507

STATEMENT of the Tonnage of Canadian and United States Vessels, for the following years :-

UNITED STATES VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up & Down.	
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888....	14,304	26,804	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631,777	3,921
1889....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890. ...	10,390	46,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,361
1891.....	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892. ...	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,591	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,991	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895....	8,838	24,768	138,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,116	290,370	604,345	623,775	1,228,120	4,650
1897.. ..	14,666	18,367	269,430	17,648	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,104
1900.....	13,316	17,824	457,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903....	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10,122	16,890	275,721	39,993	4,464,316	1,475,085	68,081	305,697	1,848,240	1,837,665	3,655,905	6,253
1905.....	49,743	19,444	364,985	81,876	2,350,494	1,701,704	101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,306	15,324	356,259	78,561	2,738,623	4,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907.....	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909.....	263,592	109,407	442,176	200,202	4,178,378	10,429,514	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996

It will be observed that while 9,996 United States vessels carried 16,459,322 tons through the canals of Canada in 1909, it required 22,507 Canadian vessels to carry 7,811,578 tons. The explanation is found in the fact that the business of American vessels is confined almost wholly to the lakes, where large cargoes prevail, while many craft of small capacity pass through the canals east of the Welland. The record of trade for the past five years, however, would seem to warrant the conclusion that an increase is steadily taking place in the tonnage of Canadian vessels.

The statement following brings the capital expenditure on the Canals of the Dominion down to March 31, 1909. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville Canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follow :—

Canal.		Construction.	Enlargement.	Total.
		$ cts.	$ cts.	$ cts.
St. Peter's.		648,547 14		648,547 14
Lachine		2,589,532 85	9,570,566 95	12,160,099 80
Beauharnois		1,636,690 26		1,636,690 26
St. Lawrence River and Canals		18,442 85	3,415,023 38	3,433,466 23
Lake St. Louis			298,176 11	298,176 11
Lake St. Francis			75,906 71	75,906 71
Cornwall		1,945,624 73	5,289,052 87	7,234,677 60
Williamsburg	Farran's Point		877,090 57	10,485,611 69
	Galops		6,118,927 32	
	Rapid Plat		2,158,242 00	
	Williamsburg	1,320,655 54	10,696 26	
Welland		7,693,824 03	20,644,791 99	28,338,616 02
Ste. Anne's		134,456 51	1,035,759 12	1,170,215 63
*Carillon and Grenville		63,053 64	4,119,039 32	4,182,092 96
Culbute		382,776 46		382,776 46
Rideau		4,085,889 21		4,085,889 21
Saint Ours		121,537 65		121,537 65
Chambly		637,214 66	13,307 12	650,521 68
Murray		1,248,946 71		1,248,946 71
Trent		6,873,501 09		6,873,501 09
Tay		489,599 23		489,599 23
Saut Ste. Marie		4,821,723 47		4,821,723 47
Soulanges		6,973,113 38		6,973,113 38
Total		41,685,129 41	53,626,579 62	94,311,859 03

Details of tonnage by canals and commodities will be found in the tables subjoined.

I have the honour to be, Sir,
Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

CANAL STATISTICS FOR SEASON OF NAVIGATION, 1909.

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twenty-eight years is as follows :—

Quantity passed down to Montreal.		To Ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	* 560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg, in 1891, 17,817 tons ; in 1892, 4,341 tons ; in 1893, 71,445 tons ; in 1894, 23,030 tons ; in 1895, 18,987 tons ; in 1896, 77,355 tons ; in 1897, 89,659 tons ; in 1898, 40,257 tons ; in 1899, 48,828 tons ; in 1900, 38,403 tons ; in 1901, 17,387 tons ; in 1902, 34,060 tons ; in 1903, 40,641 tons ; none in 1904, 1905, 1906, 1907 nor 1908.

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 244,661 tons in 1900 to 652,742 tons in 1909, and the quantity passed down the Welland Canal from United States ports to United States, has increased from 84,589 to 129,587 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 13 years, is reported as follows :—

	Tons.
For 1897	228,611
1898	293,391
1899	209,170
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal for the same period was :—

	Tons.
For 1897	604,200
1898	575,097
1899	372,291
1900	295,928
1901	203,316
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742

Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows :—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canal to Montreal, is as follows :—

	Tons.
For 1908	756,141
1909	652,742
Showing a decrease of	103,399

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways is reported as follows :—

	Tons.
For 1908	285,262
1909	....
Showing a decrease of	

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows :—

In Canadian vessels there were in—

				Tons.
1895,	123	cargoes, with an aggregate	quantity of........	136,617
1896,	196	"	"	227,912
1897,	180	"	"	229,265
1898,	166	"	"	224,021
1899,	162	"	"	221,306
1900,	325	"	"	183,200
1901,	112	"	"	132,558
1902,	131	"	"	175,514
1903,	170	"	"	218,840
1904,	115	"	"	174,121
1905,	167	"	"	239,418
1906,	205	"	"	344,605
1907,	255	"	"	427,813
1908,	355	"	"	598,941
1909,		"	"	550,276

In the United States vessels there were in—

				Tons.
1894,	84	cargoes, with an aggregate	quantity of	106,236
1895,	56	"	"	73,987
1896,	158	"	"	217,978
1897,	197	"	"	285,847
1898,	339	"	"	464,852
1899,	167	"	"	205,571
1900,	259	"	"	163,575
1901,	135	"	"	123,229
1902,	135	"	"	136,652
1903,	219	"	"	273,986
1904,	118	"	"	150,359
1905,	235	"	"	273,344
1906,	178	"	"	269,800
1907,	263	"	"	413,087
1908,	271	"	"	330,514
1909,		"	"	272,291

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908 ; 87 Canadian and 9 American of 135,582 in 1907 ; 74 Canadian and 10 American of 108,734 tons in 1906 ; 96 Canadian and 18 American of 180,206 in 1905 ; 56 Canadian and 16 American of 116,095 tons in 1904 ; 56 Canadian and 18 American of 99,582 tons in 1903 ; 19 Canadian and 17 American of 34.804 tons in 1902 ; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891 ; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:—

Articles.	1905.	1906.	1907.	1908.	1909.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110.629	112,036	...	...
Rye	...	...	...	...	...
Oats	...	29,118	30,824	23,945	...
Barley	...	2,103	...	56,544	22,216
Flax Seed	...	...	39,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1909 was 2,025,951 tons; of this quantity 49,911 tons was way or local freight.

There were 1,383,862 tons of freight passed eastward, and 642,089 passed westward.

East and West bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1909 was 1,976,040.

Of this quantity 1,335,023 tons were east bound and 641,017 west bound freight.

Of the east bound through freight, Canadian vessels carried 926,901 tons and United States vessels carried 408,122 tons; and of the west bound through freight Canadian vessels carried 320,793 tons and United States vessels carried 320,224 tons, or a total of 1,247,694 tons for Canadian and 728,346 tons for American vessels.

ST. LAWRENCE CANALS

The total quantity of freight passed through these canals during 1909 was 2,410,629 tons; of this quantity 1,564,584 tons passed eastward and 846,045 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 1,727,564 tons; of this quantity 1,209,979 tons were east bound and 517,585 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 354,750 tons were east bound and 328,315 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows :—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1895	266,659	10,555
1896	480.077	10,050
1897	584,246	4,542
1898	538,108	4,436
1899	354,933	5,991
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of fifteen years, was as follows :—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1895	255,259	214,520	469,779
1896	385,695	267,518	653,213
1897	353,863	210,831	564,694
1898	277,023	210,516	487,539
1899	225,491	135,038	360,529
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419

The total quantity of freight pass through the Welland Canal from United States ports to United States ports shows a decrease of 3,235 tons as compared with the previous year ; and a decrease of 24,380 tons as campared with 1895.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1909 inclusive.

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2.222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419

The total quantity of freight passed through the several divisions of the Canadian Canal system during the season of 1909 is as follows :

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Produce of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	1,129	186,614	506,489	410,982	920,737	2,025,951
St. Lawrence	12,877	509,157	472,656	642,209	773,730	2,410,629
Chambly	430	599,330	9,560	122,835	19,962	752,117
Ottawa	3,735	232,025	64,153	31,305	5,721	336.939
Rideau	1,730	26,727	42,642	17,036	3,639	91,774
St. Peters	3,047	8,423	7,626	45,140	15,614	79,850
Murray	690	655	50,035	50,083	828	102,291
Trent Valley	189	55,086	1,880	1,832	965	59,952
Sault Ste. Marie	474	71,129	710,360	23,969,481	3,109,801	27,861,245

The total quantity of freight moved on the Welland Canal was 2,025,951 tons, of which 920,737 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 2,410,629 tons, of which 773,730 were agricultural products, and 472,656 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 336,939 tons; of this quantity 232,035 tons were the produce of the forest.

COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal, for the Seasons of 1908 and 1909.

—	Traffic for 1909.		Total traffic for		Increase.	Decrease.
	United States canal.	Canadian canal.	Season 1909.	Season 1908.	Amount.	Amount.
Vessels..................Number	12,803	6,331	19,134	15,184	3,950	....
Lockages............... "	8,525	5,046	13,571	10,685	2,886	....
Tonnage registered ....Net Tons	28,939,463	17,839,674	46,779,137	31,126,386	15,652,751	....
" freight........ "	30,132,374	27,861,245	57,993,619	41,416,513	16,577,106	....
Passengers............Number	27,736	32,810	60,546	53,306	7,240	....
Coal (hard)............Net Tons	1,060,753	361,918	1,422,671	1,362,435	60.236	....
" (soft)............ "	6,150,540	2,435,781	8,586,321	8,545.923	40,398	....
Flour....................Barrels	4,580,833	2,522,700	7,103,533	5,614,650	1.488,883	....
Wheat.................Bushels	38,438,716	74,401,000	112,839,716	106,698,934	6,140,782	....
Grain (excluding wheat). "	17,990,396	29,503,240	47,493,636	43,452,705	4,040,931	....
Manufactured&pig iron.Net Tons	363,459	209,433	572,892	308,179	264,713	....
Salt.....................Barrels	419,977	201,114	651,091	549,254	101,837	....
Copper................Net Tons	118,889	8,323	127,212	101,329	25,883	....
Iron ore............... "	18,866,499	21,156,915	40,023,414	24,637,001	15,386,413	....
Lumber................ft. B.M.	517,694,000	34,309,300	552,003,300	457,165,355	94,837,945	....
Silver ore ....Net Tons	....	....	....	....	....	....
Building stone......... "	1,784	....	1,784	11,589	....	9,805
Unclassified freight.... "	599,564	532,022	1,131,586	823.597	307.989	....

The United States canal was open to navigation during the season of—

1889	234 days	1900	238 days
1890	228 “	1901	230 “
1891	225 “	1902	256 “
1892	233 “	1903	249 “
1893	219 “	1904	223 “
1894	234 “	1905	245 “
1895	231 “	1906	249 “
1896	232 “	1907	233 “
1897	234 “	1908	231 “
1898	241 “	1909	236 “
1899	231 “		

The Canadian canal was open to navigation during the season of—

1895	87 days	1903	256 days
1896	218 “	1904	241 “
1897	238 “	1905	255 “
1898	243 “	1906	253 “
1899	239 “	1907	238 “
1900	238 “	1908	235 “
1901	246 “	1909	240 “
1902	264 “		

The average number of vessels passing per day through the two canals for the season of 1909 was over eighty-one.

A—TABLE showing the total tonnage of the undermentioned articles moved Up and Down

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18.871	5.954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2.439	2,355
1878	9,121	191,982	185,931	10,979	3,088	....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509	....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3.671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197,732	204,004	2,907	24,037	923	18,460
1900	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902	22,282	225,171	67,647	7.418	11,232	4,079	12,963
1903	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904	35,049	165,138	116,444	27,171	16,582	....	13,184
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221

* Fiscal. † Apples, meal of all kinds, pease, potatoes.

through the Welland Canal, during a period of thirty-nine years, ended Dec. 31, 1909.

	Heavy Goods.						
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30.300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295.318	15,229	338,741
438,564	2.782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3.242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	....	243,690
591,409	....	3,072	159	977	203,608	....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179.803
576,989	2,651	10,912	226	4,221	172,642	22,381	213.033
650.172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267.212	25,040	317,143
975,672	....	35,726	429	....	316,921	18,004	371,080
898,401	....	87,025	....	....	377,681	33,301	498,007

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal during a series of thirty-nine years, ended December 31, 1909.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	....	2,387	430,795
1880	12,467	240,601	162,891	....	477	....	1,418	417,853
1881	9,655	121,393	103,075	252	....	6	1,371	235,752
1882	12,205	205,876	54,797	537	....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	....	1,628	248,310
1886	19,418	146,151	218,897	....	4,891	....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264

* Fiscal. † Apples, meal all kinds, pease, potatoes.

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of thirty-nine years, ended December 31, 1909.

YEARS.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101.329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292.176
1874	8.230	229,053	125,627	....	5,948	....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113.832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	241,451
1876	5,187	96,247	58,138	....	1,905	525	403	162,405	....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8.336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	....	341	128,361	....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	......	464	....	11	87,826	2,405	3,648	6.318	118.573	17,797	148.741
1880	....	30,611	16,122	1,551	296	....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	......	34,320	30,031	924	....	....	10	65,285	1,313	5,570	....	83,858	6,464	97,205
1882	107	30,227	32,433	537	......	684	14	64,002	....	4,076	....	158,552	14.533	177,161
1883	2,041	54,382	66,128	735	731	....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	....	9,874	....	8,170	114,422	698	599	....	210,790	15,100	227.187
1885	124	53,235	63,229	732	882	....	1	118,203	....	1,594	....	198,416	15,029	215,039
1886	7,591	53,258	94,048	......	4,790	....	13,201	172,888	156	5,328	1	189,964	11.364	206,815
1887	11,780	37,678	83,431	1,732	12,050	......	10,859	157,530	15	4,406	....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177.288
1889	5,017	39,229	147,045	....	27,492	....	17,225	236,208	....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27.030	....	20,497	275,619	....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	....	26,115	253,444	....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6.433	36,935	......	31,992	244,550	....	576	2	183,895	....	184,473
1893	6.588	28,187	198,777	16,751	23,870	864	36,352	311,389	....	344	....	206,827	......	207,171
1894	17,795	53,846	105,329	28,095	27,621	....	60,462	198,358	....	297	....	188,521	....	188,818
1895	10,169	27,881	100,512	7,904	17,020	....	46,316	209,802	181	246	....	149,490	....	119,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	....	146	....	207,348	....	207,494
1897	7.237	28,919	169,057	14,173	14,969	......	41,887	276,242	965	15	....	165,143	....	166.123
1898	4.212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,243	145,787	....	953	....	46,024	....	46,977
1901	17,165	23,557	55,531	7,119	26,344	....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10.006	....	12,675	142,634	....	214	....	12,911	......	13,125
1903	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	....	....	113,072	....	113,535
1904	8,556	14,269	60,964	16,621	16,497	....	13,079	129,986	....	....	....	63,882	....	63,882
1905	24.054	15,483	93,622	9,197	10,892	....	9,682	162,930	....	1	....	73,464	......	73,465
1906	15,215	13,410	135,240	9,266	11,323	....	10,678	195,132	....	169	....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4.741	2	22,001	194,820	....	30	....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,148	2,070	2	21.393	172,788	....	....	....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	....	....	22,683	161,266	....	5	....	131,131	1,531	132.667

*Apples, meal all kinds, pease, potatoes.

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the season of Navigation in 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908 and 1909.

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	126,398	104	59,532	354	355,702	195	108,720	869	650,352
1898.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		95,567		36,157		54,934		18,355		205,013
Corn		56,538		30,455		284,059		66,761		437,813
Barley		....		....		9,465		2,821		12,286
Oats		....		....		17,329		....		17,329
Pease		260		....		45		....		305
Rye		3,564		1,480		9,135		1,948		16,127
Coal		575		1,916		759		2,620		5,870
Miscellaneous merchandise		19,385		4,104		47,271		8,758		79,518
Shingles, woodenware, &c.		2		9		....		....		11
Sawed lumber......Ft. B.M		4,910,669		1,641,783		16,220,972		24,484,283		47,257,707
Square timber......Cub. ft.		825,545		1,183,821		....		388,410		2,397,776
Firewood......Cords.		....		....		....		....		....
Staves......No.		249		....		....		....		249
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	191	100,242	129	75,777	201	212,027	78	36,962	599	425,008
1899.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		91,901		80,928		16,250		7,244		196,323
Corn		28,015		18,905		138,834		18,250		204,004
Barley		....		....		2,424		....		2,424
Oats		1,557		....		21,646		....		23,203
Pease		....		....		....		....		....
Rye		....		....		923		....		923
Coal		435		6,736		....		3,398		10,569
Miscellaneous merchandise		25,203		18,651		49,522		1,567		94,943
Shingles, woodenware, &c.		485		916		....		100		1,501
Sawed lumber......Ft. B.M		2,077,748		772,739		14,855,338		19,949,079		37,654,904
Square timber......Cub. ft.		322,138		585,780		20,802		328,806		1,257,526
Firewood......Cords.		....		9		....		....		9
Staves......No.		....		....		....		....		....
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		67,694		43,157		23,066		2,130		136,047
Corn		39,597		31,248		78,701		13,963		163,509
Barley		....		....		2,402		1,047		3,449
Oats		....		....		39,706		407		40,113
Pease		115		....		4		....		119
Rye		1,389		....		2,149		....		3,538
Coal		723		637		433		559		2,352
Miscellaneous merchandise		53,649		31,536		43,344		3,564		132,093
Shingles, woodenware, &c.		1,078		....		....		....		1,078
Sawed lumber......Ft. B.M.		6,847,279		5,344,258		14,984,483		18,770,405		45,946,425
Square timber......Cub. ft.		439,827		355,951		11,583		198,420		1,005,781
Firewood......Cords.		126		255		....		....		381
Staves......No.		1,000		....		....		....		1,000

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		57,641		58,973		31,955		1,241		149,810
Corn		7,350		4,689		55,717				67,756
Barley						7,119				7,119
Oats		944				27,197				28,141
Pease										
Rye		2,961								2,961
Coal		1,960		362		357				2,679
Miscellaneous merchandise		71,300		32,312		12,874		7,469		123,955
Shingles, woodenware, &c.		18								18
Sawed lumber......Ft. B.M.		6,533,423		4,060,251		11,089,806		13,092,940		34,776,420
Square timber.....Cub. ft.		362,441		204,682		9,384		149,531		726,038
Firewood..........Cords.		165		264						429
Staves..........No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		82,954		85,973		52,889				221,816
Corn		148		1,388		66,111				67,647
Barley						7,418				7,418
Oats		1,200		43		9,963				11,206
Pease										
Rye		3,808				271				4,079
Coal		3,977		25,732		13,497		8,332		51,538
Miscellaneous merchandise		33,111		8,723		38,351		1,594		81,779
Shingles, woodenware, &c.		47		28		4				79
Sawed lumber.....Ft. B.M.		13,218,960		3,256,187		25,437,287		19,540,426		61,452,860
Square timber.....Cub. ft.		370,718		557,689				115,000		1,043,407
Firewood..........Cords.		56		40						96
Staves..........No.				14,000						14,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		149,378		38,473		60,514		6,305		254,670
Corn		21,356		4,682		174,588		10,132		210,758
Barley		2,580		667		11,409				14,656
Oats		306		1,335		6,112				7,753
Pease		63				22				85
Rye						4,904				4,904
Coal		389		12,991		8,133		8,496		30,009
Miscellaneous merchandise		39,563		3,367		41,584		2,000		86,514
Shingles, woodenware, &c.				54						54
Sawed lumber......Ft. B.M.		12,841,552		1,625,855		17,871,652		14,733,677		47,072,736
Square lumber.....Cub. ft.		572,000		660,000				84,200		1,316,200
Firewood..........Cords.				210		9				219
Staves..........No.				641,000						641,000

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.		Tons.		Tons.		Tons.		Tons.		Tons.
		116,794		33,302		14,269		....		164,365
Wheat		12,768		7,814		95,362		....		116,444
Corn		2,619		824		23,728		....		27,171
Barley		....		....		16,261		....		16,261
Oats		....		....		3		....		3
Pease		....		....		....		....		....
Rye		1,925		7,187		17,133		7,668		33,913
Coal		34,907		....		1,925		....		36,832
Miscellaneous merchandise		29,567		....		60,548		....		90,115
Shingles, woodenware, &c.		....		....		....		....		....
Sawed lumber.....Ft. B.M.		15,077,382		854,811		32,754,541		9.572,655		58,259,389
Square timber......Cub. ft.		944,508		744,000		....		149,000		1,837,508
Firewood..........Corps.		....		....		717		....		717
Staves..........No.		634,000		....		....		....		634,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111		....		55.432
Oats		8,225		2.570		21,535		3,742		36,072
Pease		....		....		76		....		76
Rye		....		....		1,711		....		1.711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023		....		....		22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, &c.		....		2,748,941		2,325		....		2,325
Sawed lumber......Ft. B.M.		2.867,147		....		38,290,831		12,479,698		54,589,200
Square timber......Cub. ft.		355,000		951,524		....		....		538,000
Firewood..........Cords.		....		183,000		900		....		900
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631.425
1906.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		250,493		34,355		35,578		....		320,436
Corn		8,177		....		202,250		1,378		49,306
Barley		8,546		5,046		17,854		....		31,446
Oats		21,900		16,083		11,323		....		49,306
Pease		....		....		11		....		11
Rye		....		5		1,406		....		1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862		....		....		....		5,862
Merchandise		35,283		7,009		110,263		50		152,705
Shingles, woodenware, &c.		16		37		851		....		904
Sawed lumber......Ft. B.M.		3,471,514		235,624		25,711.196		10,769,755		40,188,089
Square timber......Cub. ft.		375,000		200.000		....		....		575,000
Firewood..........Cords.		110		18		1,093		....		1,221
Staves..........No.		....		....		300,000		....		300,000

D.—STATEMENT showing the Quantity of Though Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1,007	806,116
1907.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Pease						25				25
Rye						2,270				2,270
Coal		31,506		47,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, &c.						2,222				2,222
Sawed lumber.....Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber .... Cub. ft.		558,090		323,000						881,090
Firewood. .... Cords.						660				660
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		505,151		39,001		183,101		3,498		730,751
Corn		2,405				124,997				127,402
Barley		19,775		1,133		10,264				31,172
Oats		30,091		643		2,689				33,423
Pease						40				40
Rye		742				5,925				6,667
Coal		39,733		42,656		57,448		8,344		148,181
Merchandise		26,815		14,783		14,410		13,686		69,694
Firewood.............Cords.				70		1,173				1,243
Sawed lumber..... Ft. B.M.						17,572,070		6,578,545		24,150,615
Square timber.......Cub. ft.		221,300		313,000						534,300
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		415,208		34,903		133,172				583,283
Corn		6,694				134,208				140,902
Barley		17,943		360		4,848				23,151
Oats		70,392		4,743						75,135
Pease						63				63
Rye		33								33
Coal		160,475		53,681		21,097		630		235,883
Merchandise		52,994		14,782		12,232		16,498		96,506
Sawed lumber......Ft. B.M.						31,643		10,214		41,857
Square timber...... Cub. ft.		3,450		7,840		125		1,475		12,890

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

Welland Canal—West Bound Freight.

The total quantity of Through Freight passed Up the Welland Canal in Canadien and United States Vessels during the Season of Navigation in 1909 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	302,704	
" sail "	18,089	
Total quantity in Canadian vessels		320,793
In United States steam vessels	312,276	
" sail "	7,948	
Total in United States vessels		320,224
Grand total freight passed Up the Welland Canal in Canadian and United States vessels		641,017

Statement of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1909.

Summary.	Tons.	Tons.
In Canadian steam vessels up	302,704	
" " down	802,515	
Total in Canadian steam vessels		1,105,219
In Canadian sail vessels up	18,089	
" " down	124,386	
Total in Canadian sail vessels		142,475
Total quantity in Canadian vessels		1,247,694
In United States steam vessels up	312,276	
" " down	379,305	
Total in United States steam vessels		691,581
In United States sail vessels up	7,948	
" " down	28,817	
Total in United States sail vessels		36,765
Total quantity in United States vessels		728,346
Total in Canadian and United States vessels		1,976,040
	Down or East Bound.	Up or West Bound.
In Canadian vessels	926,901	320,793
In United States vessels	408,122	320,224
Total	1,325,023	641,017

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Season of Navigation 1897 to 1909.

Articles.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime								35					5,652
Clay, lime and sand	38	52	15	15					22				
Iron, railway						50		8,170	10				
" pig				508									
" all other	7,564	6,217	5,063	4,292	1,178	5,785	2,542	1,651	384	269	124	553	12,689
Steel	375	1,351	3,000	5,420				16	48				
Stone, for cutting													
Apples								1			9,936		
Barley		3,960	596	1,288			2,206	9,697	43,607	21,196	105,984	24,318	19,143
Corn	267,583	310.498	150,999	109,359	14,319	1,719	123,864	55.021	84,204	55,559		10,454	17,137
Flaxseed	3,293	5,687			4,965		3,643	212	15,694	80,570	49.159	27,500	19,631
Flour	1,029	653	4,229	1,595	1,400	6,755	16,151	24,662	14,571	9,174	3,730	5,028	21,905
Meal, all kinds					35		348	57	270	60		156	
Oats	6,847	3,975	10,250	8,925	1,584	1,442	2,438		21,404	37,164	66,941	28,081	65,624
Oil cake					1,083		462	7,846	9,229				
Pease	2,078	260		115			63						30
Rye	8,435	15,488	923	3,078	2,961	4,079	4,260		1,711	1,405	2,266	6,662	120
Salt	216	144	183		50		132	615	168	75	143	419	
Seed, all kinds			200								20		
Hay, pressed			96		246								
Tobacco, raw	51				23								
Wheat	278,498	184,154	169,978	121,896	132,702	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775
All other agricultural products, vegetables		56	32										5,876
Hides, skins, horns and hoofs								10		2			
Horses	1	4	1										
Lard and lard oil					1,155				2,847	4,810			
Meats, all kinds					114								
Pork					31							524	
Tallow							3		53				
All other agricultural products, animal								1					366
Total, class 3	576,008	532,499	345,565	256,491	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951
Class 4.													
Agricultural implements			3		1,785	13	58	17					
Ashes	133	73	55	25	3		2	16					
Bricks												1,543	

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, &c.—*Concluded.*

Articles.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Crockery									93				
Furniture	1			1	5		3	6		6			
Glass, all kinds	53	75	16	6	1		15	3	21	11	4		
Molasses	9	56	159			54	240		820				
Nails			1				19		64			3	
Oil	112	1,141	7,143	15,647	14,987	12,091	14,619	12,848	20,700	19,995	22,111	30,002	31,149
Paint					17		5						
Pitch and tar									53		101		
Rags							4						
Rosin							20						
Soda ash					4				59	72	15		
Sugar					112				2,019				173
Tin								87	53				
Tobacco			96						204				
White lead				16									
Whisky, beer and other spirits	46	4	74	11	32		2	766	635	614	1,224	1,056	525
Merchandise not enumerated	1,226	866	518	92	2,420	419	582	713	851	466	2,294	2,126	10,418
Total, class 4	1,580	2,215	7,969	15,798	19,366	12,577	15,569	14,456	25,572	21.164	25,749	34,730	42,265
Class 5.													
Barrels, empty			1	182	66	15							
Hoops	257												
Sawed lumber	478	3,065	924	15,760	2,635	1,085			3,957	100			
Staves, pipe and barrel	4,716							394		2,400			
" West India and pipe													
Timber, square, in vessels								1,544	1,260	1,500	4,180		
" in rafts	1,207	329	26										900
Woodenware						17							
Total, class 5	6,658	3,394	951	15,942	3,205	1,117		1,938	5,217	4,000	4,180		900
Special Class.													
Coal									29,351	29,172	70,489	42,075	175,115
Iron ore						15,976		17,362	3,837				1,824
Stone, all kinds												1,272	
Total, special class									33,188	29,172	70,489	43,367	176,939
Grand total	584,246	538,108	354,485	28,231	184,420	250,475	398,427	275,278	448,704	554,231	789,167	869,398	939,055

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907 and 1909.

Articles.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
Bricks	70	70	24	49	196	22	80	115	132		556	
Brimestone					5	20	23	12				
Cement and water lime	837	996	997	1,931	2,916	178	3,924	39	181	88	13	400
Clay, lime and sand	4	144	8	4	2	1	181				100	
Cotton, raw							23					
Fish	10	9	10	8	8		8	4			39	
Gypsum			4									
Iron, railway				74	748	11,735	39,641	283	126	7,289	4,119	
" pig	6			3		558	273		312	680	7,655	7.231
" all other	559	699	1,318	1,428	4,950	2,904	5,845	3,782	3,633	8,235	6,987	
Salt	25	35		48	75	4	87	99	150	17		
Steel		19	18		3	11	332	58	192	111	2,561	35,153
Stone for cutting	62							41				
Flour					16				18			
Hay											30	255
Meals							17	25				
Oats												
Potatoes												
Seeds, all kinds	121	56	121	218	302	58	325	164	35	17		
Tobacco, raw						1	2					
Agricultural products not enumerated, vegetables	4				1	1			127			
Hides and skins						16	6					
Horses		1										
Lard and lard oil		2				11			28	20	1	
Meats other than pork							1	25			15	
Pork				1								
Wool												
All other articles not enumerated												
Total, class 3	1,698	2,031	2,500	3,764	9,222	15,520	50,768	4,647	4,934	16,457	22,076	43,039
Class 4.												
Agricultural implements										5		
Ashes, pot and pearl	1						2					
Crockery and earthenware	4	33	3	5			32	291	155	294	456	
Dye woods, &c								2			2	

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c.—*Continued.*

Articles.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.												
Furniture	2			1			1	5	2	1	35	
Glass, all kinds	799	150	299	456	612	1,384	1,207	1,671	1,641	2,519	3,534	
Manilla								34	93	37	15	
Marble										35		
Molasses					1		6		1		50	
Nails	129	229	518	20	675	1,292	2,878	2,009	3,061	4,011	3,331	
Oil, in barrels	12	15	21	74	83	14	16	1,418	120	148	155	1
Paint	20	35	2	12	69	97	158	202	367	412	295	
Pitch and tar	20	37	6	21	27	27	58	199	5	239		
Rags			14			1	29		15		50	
Resin			15				1				25	
Soda ash	249	88	108	69	169	201	264	387	28	310	37	
Stone, wrought	25	31									5	
Sugar	311	566	1,596	430	810	1,314	204	52	1,168	1,153	6,046	40
Tin	359	237	159	117	338	506	209	362	928	1,365	1,173	
Turpentine					1	2	1				1	
White lead	5		1	4	11	37	80	82	80	304	283	
Whiting	104	93	89	39	49	61	22	33	158	93	18	
Whisky, beer, &c	93	98	178	295	131	182	452	432	384	483	1,040	220
Merchandise not enumerated	711	793	482	744	1,516	1,049	3,674	6,200	15,360	11,707	16,498	21,359
Total, class 4	2,844	2,405	3,491	2,447	4,492	6,169	9,294	13,379	23,566	23,116	33,049	21,620
Class 5.												
Barrels, empty										54,906		
Firewood in vessels						3,600	40,026	40,425	43,982	2,307	2,337	
Pulpwood											101,989	122,867
Lumber, sawn, in vessels												3,984
Railway ties in vessels							611					
Woodenware										5		
Total, class 5						3,600	40,637	40,425	43,982	57,218	104,326	126,851
Special Class.												
Coal								10,200				
Iron ore								2,861				
Total, special class								13,061				
Grand total	4,542	4,436	5,991	6,211	13,714	25,289	100,699	71,512	72,482	96,791	159,451	191,510

H.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1897 to 1909 inclusive.

Articles.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	845												
Cement and water lime		300		18									
Fish											20		
Iron, railway	965	770											
" all other		324	1,008	714		30			1	27	30		
Salt			549		105								
Steel		2,951	13,522	3,110						2	509	9,086	
Stone for cutting													
Apples													
Barley	14,173	6,909	2,421	2,462	7,119	7,418	11,433	16,621	9,197	9,266	2,812	7,148	4,224
Corn	169,057	150,667	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240	124,474	99,830	100,967
Flour	7,237	4,212	6,118	7,966	17,168	13.785	6,082	8,556	24,054	15,215	18,898	17,694	
Hay, pressed	301								200				
Meal, all kinds	41,644	22,626	18,198	14,214	14,016	12,675	13,546	13,076	9,606	10,668	21,976	21,353	
Marble									87				
Nails									1				
Oil cake				2,705	1,302	110	740	16,497	228		114		
Oats	14,969	12,729	19,526	39,706	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070	
Pease		45		4			22		76	11	25	40	63
Potatoes													
Rye		1,197	923	2,149			4,174				2	2	
Flax seed			200				1,594			756			15,452
Seeds, all kinds	299	44	11			10	27		43	3	17		
Tobacco					23								
Wheat	28,919	11,268	12,926	18,771	23,557	32,639	15,436	14,269	15,483	13,410	21,892	24,651	17,940
Agricultural products, vegetables				6	10		1			1	7		22,620
Hides and skins, &c	23											21	315
Horses	3	2		4			2						
Lard and lard oil, &c	1,444	3,671	864	1,588	1,680	2,413				22	86		
Meats, other than pork													
Pork	243	1,271	343	17	970	632	152	379	273	268	429		
Sheep												190	
Tallow		359	201	631	119								
Wool	197	89	130		3	752	482	134	21	89	30		157
Total, class 3	280,319	219,434	158,720		147,947	146.581	168,720	130,499	163,784	196,301	196,062	182,085	161,738
Class 4.													
Agricultural implements						399		396	552	494		2	254
Crockery and earthenware											5		
Furniture		2	7		3	17				1			

H.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the season of Navigation from 1897 to 1909 inclusive.—*Concluded.*

Articles.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Marble					4								
Molasses			8	57									
Nails			11								3		
Oil, in barrels	198	119	367	17	22	1,594	2,000	1			8	15	
Paint		3	2	36				17	42	1	1	1	
Rags			1				4		4				
Soda ash													
Stone, wrought													
Sugar	31			154	448	280		53	53	840	26.075		1,196
White lead									7		4		
Whiting											21		
Whisky, beer and all other spirits		34	168	1	1		3				30		
Merchandise	3,591	3,828	6,219	7,889	3,327	1,928	2,010	1,554	2,008	2.324	41,621	1,857	5,866
Total, class 4	3,820	3,986	6,783	8,164	3,805	4,218	4.017	2,021	2,666	3,660	67,768	1,875	7,316
Class 5.													
Empty barrels				5	282				3	2	1		
Firewood, in vessels						4		717	2,700	3,609	1,980	3,509	
Lumber, sawn, in vessels	68.280	52,844	57,695	55,128	38,085	72,806	48,337	30,194	15,726	27.701	14,314	21,571	24,327
Masts and spars, in vessels	403												
Hop poles								154					
Railway ties, in vessels								652	2.248		2,151	478	
Shingles									62	53	70		
Split posts									12				
Staves, salt barrels										1,500			
Timber, square, in vessels	1,040												125
Woodenware, &c	1												2,932
Total, class 5.	69,724	52,844	57,695	55.133	38,367	72,810	48,337	31,717	20,751	32,865	18,516	25,558	27.384
Special class.													
Coal		759	2,293	992	357	501		1,100	3,346	4,400	110,347		400
Stone, not suitable for cutting													
Kryolite											2,734		
Iron ore											1,316		
Total, special class		759	2,293	992	257	501		1,100	3,346	4,400	114,397		400
Grand total	353,863	277,023	225.491	218,969	190,476	224,110	221.074	165,337	190,547	237,226	396,743	209,518	196,838

L—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1909.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other Grain.	Total.	Total.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*	*Tons.*
Kingston...... ...	7,998,834	1,015,470	569,708	251,035	190,868	10,025,733	282,696
Prescott...... ...	70,800	82,118	....	... .	26,200	179,118	4,175
Ogdensburg........	....	....	....	68,143	. . ..	68,143	1,908
Total Bushels....	8,069,634	1,097,588	569,708	319,178	216,886	10,272,994	....
Total Tons.......	242,089	18,658	13,673	8,937	5,422	....	288,779

M.—The quantity of Coal passed though the Welland Canal during a series of years from 1885 to 1909 inclusive, as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	......	....	193,442	4,974	10,321	31,350	240,087
1886	....	....	184,564	5,400	22,187	49,724	261,875
1887	....	....	81,617	1,163	26,775	25,968	135,523
1888	....	....	172,381	878	17,365	27,183	217,807
1889	....	....	226,352	1,124	12,036	25,931	265,443
1890	80	....	116,616	615	17,280	22,781	202,372
1891	.....	....	185,190	1,382	17,374	20,698	224,644
1892	....	....	183,244	651	12,391	15,330	211,616
1893	....	....	204,704	2,123	8,325	17,944	233,096
1894	....	....	187,794	727	1,269	13,947	203,737
1895	4	....	148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,445
1897	....	4	165,143	......	1,277	9,799	176,223
1898	......	....	156,055	759	986	4,536	162,336
1899	....	....	86,638	2,293	525	8,276	97,732
1900	8	....	45,032	992	....	1,360	47,392
1901	... ...	... ...	46,345	357	456	2,322	49,480
1902	.... ..	....	12,410	501	65	51,037	64,013
1903	3	. ....	113,076	....	4,796	30,009	147,884
1904	2,919	... .	62,782	1,100	3,711	32,813	103,325
1905	.... ..	....	70,118	3,346	11,436	37,742	172,642
1906	60	....	29,123	4,400	7,161	106,843	147,587
1907	2,857	. .... .	110,347	....	10,453	143,555	267,212
1908	4,401	....	158,351	....	5,988	148,181	316,921
1909	....	....	130,731	400	11,067	235,483	377,681

N.—STATEMENT showing the quantity of Coal passed though the whole length of the St. Lawrence Canal during the seasons of 1885 to 1909 inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135.168	141,706
1891	7,951	141.701	149,652
1892	7,543	157,134	164,677
1893	2,285	147.139	149,424
1894	16,213	169,552	185,765
1895	....	165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1898.	Tons.	Tons.	Tons.
Barley	3,960	1,417	6,909
Corn	310,498	13,338	116,317
Oats	3.975	625	12,729
Pease	260	....	45
Rye	16,133	39	....
Wheat	184,706	15,860	8,612
Total grain	†519,532	31,279	144,612
Other articles	19,773	79,614	114,259
Total	539,305	110,893	258,871
1899.			
Barley	568	....	1,828
Corn	150,999	16,594	43,854
Oats	10,250	1	13,139
Pease	....	....	....
Rye	923	....	....
Wheat	169,978	24,602	9,190
Total grain	‡ 332,736	40,197	68,011
Other articles	21,739	68,671	104,727
Total	354,485	108,958	172,732
1900.			
Barley	1,288	563	1,598
Corn	109,358	9,844	44,406
Oats	8,925	348	30,840
Pease	115	....	4
Rye	3,078	160	300
Wheat	121,896	6,610	7,541
Total grain	**244,661	17,525	84,589
Other articles	43,670	95,680	93,287
Total	288,231	113,205	177,876
1901.			
Barley	....	....	....
Corn	14,319	4,828	49,609
Oats	1,584	853	25,704
Pease	....	....	....
Rye	2,961	....	....
Wheat	132,702	8,051	9,057
Total grain	†151,566	13,732	83,370
Other articles	32,854	128,614	91,799
Total	184,420	142,346	175,169

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1902.	Tons.	Tons.	Tons.
Barley			7,418
Corn	1,719	10,335	55,583
Oats	1,412		9,764
Pease			
Rye	4,079		
Wheat	200,975	12,452	8,389
Total grain	‡208,215	22,787	81,165
Other articles	42,260	32,946	179,914
Total	250,475	55,733	261,078
1903.			
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438		5,315
Pease	63		22
Rye	4,200		644
Wheat	226,746	14,199	13,725
Total grain	§351,936	29,062	111,828
Other articles	38,850	82,298	101,621
Total	390,786	111,360	213.449
1904.			
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Pease			3
Rye			
Wheat	*133,528	18,908	11.929
Total grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998
1905.			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	16,892
Pease			76
Rye	1,711		
Wheat	190,505	32,562	15,483
Total grain	**341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1906.	Tons.	Tons.	Tons.
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Pease		11	
Rye	1,405	6	
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003
1907.			
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Pease			25
Rye	2,266	2	2
Wheat	*450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422
1908.			
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3.272	2,070
Pease			40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,142	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047
1909.			
Barley	19,143		4,008
Corn	17,137	22,798	100,967
Oats	65.624	2,872	6,639
Pease	30		33
Rye	33		
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation in 1908 and 1909.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1908.													
Sault Ste. Marie	378,198	1,486,689	17,940	230,333	1,464,421	8,008,121	955,288	218,226	2,815,847	9,943,369	12,759,216	2,092,231	10,666,985
Welland	128,077	571,961	35,370	15,278	239,136	209,518	8,377	495,736	410,960	1,292,493	1,703,453	776,245	927,208
St. Lawrence	434,906	839,881	140,162	198	753	1,227	8,635	583,340	584,456	1,424,646	2,009.102	1,261,651	747,451
Chambly	4,160	10,730	364,774	....	....	....	....	123,612	368,934	134,342	503,276	379,674	123,602
St. Peter's	22,420	49,595	....	....	....	....	....	....	22,420	49,595	72,015	72,015	....
Murray	6,717	5,380	492	6	....	....	....	13,306	7,209	18,692	25,901	12,595	13,306
Ottawa	2,358	226,623	....	28,855	....	....	....	691	2,358	256,169	258,527	258,527	....
Rideau	39,570	31,713	1,998	4,051	....	....	....	12,308	41,568	48,072	89,640	77,519	12,121
Trent	11,840	69,850	....	....	....	....	....	....	11,840	69,850	81,690	81,690	....
Grand total	1.028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820	5.012,147	12,490,673
1909.													
Sault Ste. Marie	641,601	1,567,940	46,041	512,293	1,736,801	22,188,388	1,000,300	167,881	3,424,743	24,436,502	27,861,245	3,366,495	24,494,750
Welland	217,737	618,718	164.304	16,469	248,581	196,838	11,467	551,837	642,089	1,383,862	2,025.951	1,050,241	975,710
St. Lawrence	533,568	932,104	242,954	36,547	140	....	3,759	661,557	780,421	1,630,208	2,410,629	1,710,797	699,832
Chambly	5,480	11,475	606,466	....	....	....	....	128,696	611,946	140,171	752,117	623,421	128,696
St. Peter's	27,169	52.052	....	....	....	....	629	....	27,798	52,052	79,850	79,150	700
Murray	72,034	7,244	406	....	....	....	672	21,935	73,112	29,179	102,291	79,254	23,037
Ottawa	49,131	240,150	150	42,333	....	....	5,175	....	54,456	282,483	336,939	331,104	5,835
Rideau	44,120	33,033	394	252	....	....	1,827	12,148	46,341	45,433	91,774	77,643	14,131
Trent	17,819	42.133	....	....	....	....	....	....	17,819	42,133	59,952	59.952	....
Grand total	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,678,725	28,042,023	33,720,748	7,378,657	26,342,691

TABLES 2.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1909.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault Ste. Marie	2,597	1,096,320	1,012,874	98,486	213,062	81,423	111,236	252,281	123,254	1,528,510	1,460,426	2,988,936
Welland	1,724	435,367	380,371	152,354	1,452	1,168	....	4,648	210.614	593 537	592,437	1,185,974
St. Lawrence	8,135	1,230,168	1,072,416	21,896	....	....	....	....	152,497	1,252,064	1,224,913	2,476,977
Chambly	670	32,721	34,194	16,075	....	....	....	....	14,545	48,796	48,739	97,535
Ottawa	1,935	181,226	179,934	157	3,399	....	....	766	502	182,149	183,835	365,984
Rideau	2,202	73,919	72,876	3,067	76	....	....	70	4,259	77,056	77,211	154,267
St. Peter s	1,428	50,694	51,729	....	....	....	....	....	....	50,694	51,729	102,423
Trent Valley	3.730	85,722	88,206	....	....	....	....	....	....	85,722	88,206	173,928
Murray	886	149,050	99,803	8,285	....	....	....	180	8.236	157,515	108,039	265,554
Total Canadian	22,507	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578
UNITED STATES VESSELS.												
Sault Ste. Marie	3,734	144,118	83,507	55,615	180,573	3,902,156	10,228,683	197,837	58,249	4,299,726	10,551,012	14.850,738
Welland	709	859	1,139	61,457	6,902	267,395	200,005	4,911	135,216	334,622	343,262	677,884
St. Lawrence	1,136	115,486	20,956	120,844	40	8,789	906	93	222,118	245,212	244,020	489,232
Chambly	4,055	....	1,876	203,865	....	....	....	....	205,278	203,865	207.154	411,019
Ottawa	246	2,649	....	....	12,581	....	....	9,389	....	12,038	12,581	24,619
Rideau	34	198	1,022	10	99	....	....	712	13	920	1,134	2,054
St. Peter's	11	293	628	....	....	....	....	282	....	575	628	1,203
Trent Valley	....	....	....	....	....	....	....	....	....	....	....	....
Murray	71	289	279	385	7	38	20	526	1,029	1,238	1,335	2,573
Total United States	9,996	263,892	109,407	142.176	200,202	4,178,378	10,429,614	213,750	621,903	5,098,196	11,361,126	16,459,322
Grand Total Canadian and U. S.	32,503	3,599,079	3,101,810	742,496	418,191	4,260,969	10,540,850	471,695	1,135,810	9,074,239	15,196,661	24,270,900

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

Vessels.	Total Number of trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
SAULT STE. MARIE CANAL.					
Canadian Vessels, steam.	2,531	1,082,810	993,102	98,486	209,156
" " sail	66	13,510	19,772		3,906
Total Canadian	2,597	1,096,320	1,012,874	98,486	213,062
United States Vessels, steam	3,679	136,221	83,127	55,615	176,566
" " sail	55	7,897	380		4,007
Total United States	3,734	144,118	83,507	55,615	180,573
Grand total, Sault Ste. Marie Canal	6,331	1,240,438	1,096,381	154,101	393,635
WELLAND CANAL.					
Canadian Vessels, steam	1,150	375,866	325,428	114,631	1,452
" " sail	574	59,501	54,943	37,723	
Total Canadian	1,724	435,367	380,371	152,354	1,452
United States Vessels, steam	652		1,079	48,401	4,653
" " sail	57	859	60	13,056	2,249
Total United States	709	859	1,139	61,457	6,902
Grand total, Welland Canal	2,433	436,226	381,510	213,811	8,354
ST. LAWRENCE CANALS.					
Canadian Vessels, steam	4,046	723,100	603,171	14,281	
" " sail	4,089	507,068	469,245	7,615	
Total Canadian	8,135	1,230,168	1,072,416	21,896	
United States Vessels, steam	634	75,339	2,922	87,618	40
" " sail	502	40,147	18,034	33,226	
Total United States	1,136	115,486	20,956	120,844	40
Grand total, St. Lawrence Canals	9,271	1,345,654	1,093,372	142,740	40
CHAMBLY CANAL.					
Canadian Vessels, steam	278	28,511	28,536	135	
" " sail	392	4,210	5,658	15,940	
Total Canadian	670	32,721	34,194	16,075	
United States Vessels, steam					
" " sail	4,055		1,876	203,865	
Total United States	4,055		1,876	203,865	
Grand total, Chambly Canal	4,725	32,721	36,070	219,940	
OTTAWA CANALS					
Canadian vessels, steam	901	83,684	86,759	157	1,007
" " sail	1,034	97,542	93,175		2,392
Total Canadian	1,935	181,226	179,934	157	3,399

passed through the several Canals during the Season of Navigation in 1909.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
81,423	109,466	252,281	123,254	1,515,000	1,434,978	2,949,978
....	1,770	....	....	13,510	25,148	38,958
81,423	111,236	252,281	123,254	1,528,510	1,460,426	2,988,936
3,870,252	10,169,548	195,591	58,249	4,257,679	10,487,490	14,745,169
31,904	59,135	2,246	....	42,047	63,522	105,569
3,902,156	10,228,683	197,837	58,249	4,299,726	10,551,012	14,850,738
3,983,579	10,339,919	450,118	181,503	5,828,236	12,011,438	17,839,674
977	....	4,460	166,827	495,934	493,707	989,641
191	....	188	43,787	97,603	98,730	196,333
1,168	....	4,648	210,614	593,537	592,437	1,185,974
263,284	198,355	3,147	121,513	314,832	325,600	640,432
4,111	1,650	1,764	13,703	19,790	17,662	37,452
267,395	200,005	4,911	135,216	334,622	343,262	677,884
268,563	200,005	9,559	345,830	928,159	935,699	1,863,858
....	....	....	114,329	737,381	717,500	1,454,881
....	....	....	38,168	514,683	507,413	1,022,096
....	....	....	152,497	1,252,064	1,224,913	2,476,977
8,660	111	93	162,842	171,710	165,915	337,625
129	795	....	59,276	73,502	78,105	151,607
8,789	906	93	222,118	245,212	244,020	489,232
8,789	906	93	374,615	1,497.276	1,468.932	2,966,209
....	....	....	....	28,646	28,536	57,182
....	....	....	14,545	20,150	20,203	40 353
....	....	....	14,545	48,796	48,739	97,535
....	....	....	....	....	....	....
....	....	....	205,278	203,865	207,154	411,019
....	....	....	205,278	203,865	207,154	411,019
....	....	....	219,823	252,661	255,893	508.554
....	....	294	98	84,135	87,864	171,999
....	....	472	404	98,014	95,971	193,985
....	....	766	502	182,149	183,835	365,984

TABLE No. 3.—STATEMENT showing the Number, Tonnage and Nationality of vessels 1909—

Vessels.	Total Number of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
OTTAWA CANALS.					
United States vessels, steam	3	233			
" " sail	243	2,416			12,581
Total United States	246	2,649			12,581
Grand total, Ottawa Canals	2,181	183,875	179,934	157	15,980
RIDEAU CANAL.					
Canadian vessels, steam	1,775	57,222	57,419	3,067	76
" " sail	427	16,697	15,457		
Total Canadian	2,202	73,919	72,876	3,067	76
United States vessels, steam	2		10		
" " sail	32	198	1,012	10	99
Total United States	34	198	1,022	10	99
Grand total, Rideau Canal	2,236	74,117	73,898	3,077	175
ST. PETER'S CANAL.					
Canadian vessels, steam	276	16,282	15,118		
" " sail	1,152	34,412	36,611		
Total Canadian	1,428	50,694	51,729		
United States vessels, steam	8	215	502		
" " sail	3	78	126		
Total United States	11	293	628		
Grand total, St. Peter's Canal	1,439	50,987	52,357		
TRENT VALLEY CANALS.					
Canadian vessels, steam	2,947	68,853	70,833		
" " sail	783	16,869	17,373		
Total Canadian	3,730	85,722	88,206		
United States vessels, steam					
" " sail					
Total United States					
Grand total, Trent Vallay Canals	3,680	85,722	88,206		
MURRAY CANAL.					
Canadian vessels, steam	652	137,796	88,847	3,347	
" " sail	234	11,254	10,956	4,938	
Total Canadian	886	149,050	99,803	8,285	
United States vessels, steam	47	175	162	36	
" " sail	24	114	117	349	7
Total United States	71	289	279	385	7
Grand total, Murray Canal	957	149,339	100,082	8,670	7

passed through the several Canals during the Season of Navigation in *Continued.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
....	....	....	....	233	....	233
....	....	9,389	....	11,805	12,581	24,386
....	....	9,389	....	12,038	12,581	24,619
....	....	10,155	502	194,187	196,416	390,603
....	....	70	4,259	60,359	61,754	122,113
....	....	....	....	16,697	15,457	32,154
....	....	70	4,259	77,056	77,211	154,267
....	....	....	3	....	13	13
....	....	712	10	920	1,121	2,041
....	....	712	13	920	1,134	2,054
....	....	782	4,272	77,976	78,345	156,321
....	....	....	....	16,282	15,118	31,400
....	....	....	....	34,412	36,611	71,023
....	....	....	....	50,694	51,729	102,423
....	....	....	....	215	502	717
....	....	282	....	360	126	486
....	....	282	....	575	628	1,203
....	....	282	....	51,269	52,357	103,626
....	....	....	....	68,853	70,833	139,686
....	....	....	....	16,869	17,373	34,242
....	....	....	....	85,722	88,206	173,928
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	85,722	88,206	173,928
....	....	....	3,354	141,143	92,201	233,344
....	....	180	4,882	16,372	15,838	32,210
....	....	180	8,236	157,515	108,039	265.554
38	20	464	951	713	1,133	1,846
....	....	62	78	525	202	727
38	20	526	1,029	1,238	1,335	2,573
38	20	706	9,265	158,753	109,374	268,127

TABLE 4.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1908 and 1909.

Articles.	1908.	1909.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	5,201,093	6,150,224	949,131	
" sail	1,579,696	1,661,354	81,658	
United States vessels, steam	7,881,570	15,726,035	7,844,465	
" sail	639,569	733,287	93,718	
Total, class No. 1	15,301,928	24,270,900	8,968,972	
Class No. 2.	No.	No.	No.	No.
Passengers	280,830	272,222		8,608
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	174,628	176,577	1,949	
Buckwheat	858	6,789	5,931	
Corn	153,713	180,203	26,490	
Oats	225,659	432,769	207,110	
Rye	26,661	7,688		18,973
Flax	234,738	206,750		27,988
Pease	286	326	40	
Wheat	3 199,031	3,397,567	198,536	
Flour	228,605	324,044	95,439	
Hay	18,259	36,503	18,244	
Other mill products	28,234	57,288	29,054	
Fruit and vegetables	23,838	15,036		8,802
Potatoes	6,858	9,457	2,599	
Live stock	1,907	1,635		272
Poultry, game, fish	2,220	3,064	844	
Dressed meats	106	573	467	
Other packing house products	2,273	3,201	928	
Hides and leather	101	594	493	
Wool	4	287	283	
All other animal products	10,177	14,947	4,770	
Total, class No. 3	4,338,156	4,875,298	593,177	56,035
Class No. 4.				
Agricultural implements	11,378	18,836	7,458	
Cement, bricks, lime	191,411	489,745	298,334	
Household goods and furniture	4,718	2,517		2,201
Iron, pig and bloom	52,952	98,667	45,715	
" and steel, all other	227,284	309,188	81,904	
Petroleum and other oils	87,456	99,980	12,524	
Sugar and salt	22,709	104,474	81,765	
Wines, liquors and beers	10,193	18,314	8,121	
Merchandise not enumerated	542,029	723,680	181,651	
Total, class No. 4	1,150,130	1,865,401	717,472	2,201

TABLE 4.—COMPARATIVE STATEMENT of the Traffic of all the Canals for the Years ending December 31, 1908 and 1909—*Concluded.*

Articles.	1908.	1909.	Increase.	Decrease.
Class No. 5.	Tons.	Tons.	Tons.	Tons
Pulpwood	467,306	883,937	416,631	
Sawed lumber	417,229	668,780	251,551	
Squared timber	53,072	31,772		21,300
Shingles	9,990	8,992		998
Other woods	39,834	95,665	55,831	
Total, class No. 5	987,431	1,689,146	724,013	22,298
Class No. 6.				
Hard coal	1,006,259	933,234		73,025
Soft coal	2,521,850	3,090,799	568,949	
Coke	52	1,456	1,,404	
Copper ore	8,855	8,329		526
Iron ore	7,402,672	21,204,848	13,802,176	
Other ore	87,415	52,237		35,178
Total, class No. 6	11,027,103	25,290,903	14,372,529	108,729
Grand total	17,502,820	33,720,748	16,407,191	189,263

Net Increase, 16,217,928 tons.

TABLE 5.—STATEMENT of Traffic on the Undermentioned Canals during the Season of Navigation in 1909.

ARTICLES.	Sault Ste. Marie Canal.	Welland Canal.	St. Lawrence Canals.	Chambly Canal.	Ottawa Canals.	Rideau Canal.	St. Peter's Canal.	Murray Canal.	Trent Valley Canal.
Class No. 1.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	2,949,978	989,641	1,454,881	57,182	171,999	122,113	31,400	233,344	139,686
" " sail	38,958	196,333	1,022,096	10,353	193,985	32,154	71,023	32,210	34,242
United States vessels, steam	14,745,169	640,432	337,625	....	233	13	717	1,846	....
" " sail	105,569	37,452	151,607	411,019	24,386	2,041	486	727	....
Total, class No. 1	17,839,674	1,863,858	2,966,209	508,554	390,603	156,321	103,626	268,127	173,928
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	32,810	3,092	97,371	2,979	21,731	19,498	....	24,368	70,373
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley	133,708	23,151	19,255	17	59	30	5	348	4
Buckwheat	5,769	....	1,002	....	10	7	1	....	....
Corn	5,562	140,902	33,535	48	47	102	4	3	....
Oats	282,147	75,135	70,038	686	380	307	3,780	277	19
Rye	7,058	33	541	....	36	....	2	....	18
Flax	166,045	20,538	20,152	1	14	....	....	....	....
Peas	69	63	106	18	3	1	2	....	64
Wheat	2,232,030	590,196	573,832	10	119	821	....	....	559
Flour	252,270	38,763	28,895	1,312	1,111	310	1,318	....	65
Hay	4,164	1,701	9,789	15,474	1,352	1,474	2,528	....	21
Other mill products	18,580	30,158	7,070	121	644	138	522	10	45
Fruit and vegetables	2,081	97	8,203	2,248	807	244	1,209	145	2
Potatoes	318	....	1,312	27	1,139	205	6,243	45	168
Live stock	5	....	1 013	....	526	12	15	6	58
Poultry, game, fish	62	230	119	....	112	8	2,532	1	....
Dressed meats	....	....	309	....	13	18	8	225	....
Other packing house products	78	427	1,540	....	239	269	286	320	42
Hides and leather	259	315	14	....	2	4	....	....	....
Wool	70	157	10	....	10	17	1	20	2

All other animal	....	....	9,872	430	2,833	1,402	205	118	87
Total, class No. 3	3,110,275	921,866	786,607	20,392	9,456	5,369	18,661	1,518	1,154
Class No. 4.									
Agricultural implements	8,163	9,571	449	71	233	285	2	35	24
Cement, bricks, lime	123,028	80,852	177,143	915	42,070	27,662	3,619	33,705	751
Household goods and furniture	63	16	1,644	23	160	146	135	265	65
Iron, pig and bloom	51,903	21,193	20,920	58	663	510	25	395	....
Iron and steel, all other	154,530	65,832	84,010	606	1,250	1,172	139	1,635	14
Petroleum and other oils	11,062	48,352	37,641	188	878	710	445	685	19
Sugar and salt	36,044	46,671	10,839	885	4,262	3,639	1,778	340	16
Wines, liquors and beers	4,364	4,899	6,230	160	1,018	668	297	660	18
Merchandise not enumerated	318,203	229,100	133,780	6,654	13,619	7,850	1,186	12,315	973
Total, class No. 4	710,360	506,489	472,656	9,560	64,153	42,642	7,626	50,035	1,880
Class No. 5.									
Pulpwood	2,331	122,867	253,086	183,573	778	1,710	....	1	19,591
Sawed lumber	47,789	45,881	232,771	114,671	197,040	18,931	5,634	318	5,745
Squared timber	2,187	13,069	13,845	....	225	1	936	30	1,479
Shingles	7,206	298	145	23	439	253	506	2	120
Other woods	11,616	4,499	9,310	1,063	33,543	5,832	1,347	304	28,151
Total, class No. 5	71,129	186,614	509,157	599,330	232,025	26,727	8,423	655	55,086
Class No. 6.									
Hard coal	361,918	143,328	313,709	98,533	4,706	9,447	287	1,245	61
Soft coal	2,435,781	234,353	326,058	....	26,005	6,186	41,014	21,360	42
Coke	1,440	....	2	....	2	12	....	....	....
Copper ore	8,323	....	....	....	....	....	6	....	....
Iron ore	21,156,915	31,770	1,848	14,144	....	2	158	....	11
Other ore	5,104	1,531	592	10,158	592	1,389	3,675	27,478	1,718
Total, class No. 6	23,969,481	410,982	642,209	122,835	31,305	17,036	45,140	50,083	1,832
Grand total	27,861,245	2,025,951	2,410,629	732,117	336,939	91,774	79,850	102,291	59,952

TABLE 6.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the Season of Navigation ended December 31. 1909, showing the total quantity of each description of property passed through.

ARTICLES.	Sault Ste. Marie Canal.	Welland Canal.	St. Lawrence Canals.	Chambly Canal.	Ottawa Canals.	Rideau Canal.	St. Peter's Canal.	Murray Canal.	Trent Valley Canal.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	17,839,674	1,863,858	2,966,209	508,554	390,603	156,321	103,626	268,127	173,928
	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	32,810	3,092	97,371	2,979	21,731	19,498	....	24,368	70,373
Forest—Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood	2,331	122,867	253,086	483,573	778	1,710	....	1	19,591
Sawed lumber	47,789	45,881	232,771	114,671	197,040	18,931	5,634	318	5,745
Square timber	2,187	13,069	13,845	....	225	1	936	30	1,479
Shingles	7,206	298	145	23	439	253	506	2	120
Other woods	11,616	4,499	9,310	1,063	33,543	5,832	1,347	304	28,151
Total	71,129	186,614	509,157	599,330	232,025	26,727	8,423	655	55,086
Animals and Produce of Animals.									
Live stock	5	....	1,013	....	526	12	15	6	58
Poultry, game and fish	62	230	119	....	112	8	2,532	1	....
Dressed meats	....	....	309	....	13	18	8	225	....
Other packing house products	78	427	1,540	....	239	269	286	320	42
Hides and leather	259	315	14	....	2	4	....	....	....
Wool	70	151	10	....	10	17	1	20	2
All other animal products	....	....	9,872	430	2,833	1,402	205	118	87
Total	474	1,129	12,877	430	3,735	1,730	3,047	690	188

Agricultural Products.									
Barley	133,708	23,151	19,255	17	59	30	5	348	4
Buckwheat	5,769		1,002		10	7	1		
Corn	5,562	140,902	33,535	48	47	102	4	3	
Oats	282,147	75,135	70,038	686	380	307	3,780	277	19
Rye	7,058	33	541		36		2		18
Flax	166,045	20,538	20,152	1	14				
Pease	69	63	106	18	3	1	2		64
Wheat	2,232,030	590,196	573,832	10	119	821			559
Flour	252,270	38,763	28,895	1,312	1,111	310	1,318		65
Hay	4,164	1,701	9,789	15,474	1,352	1,474	2,528		21
Other mill products	18,580	30,158	7,070	121	644	138	522	10	45
Fruits and vegetables	2,081	97	8,203	2,248	807	244	1,209	145	2
Potatoes	318		1,312	27	1,139	205	6,243	45	168
Total	3,109,801	920.737	773,730	19,962	5,721	3,639	15,614	828	965
Manufactures.									
Agricultural implements	8,163	9,574	449	71	233	285	2	35	24
Cement, bricks and lime	123,028	80,852	177,143	915	42,070	27,662	3,619	33,705	751
Household goods and furniture	63	16	1,644	23	160	146	135	265	65
Iron, pig and bloom	54,903	21,193	20,920	58	663	510	25	395	
Iron, steel ,all other	154,530	65,832	84,010	606	1,250	1,172	139	1,635	14
Petroleum and other oils	11,062	48,352	37,641	188	878	710	445	685	19
Sugar and salt	36,044	46,671	10,839	885	4,262	3,639	1,778	340	16
Wines, liquors and beers	4,364	4,899	6,230	160	1,018	668	297	660	18
Merchandise not enumerated	318,203	229,100	133,780	6,654	13,619	7,850	1,186	12,315	973
Total	710,360	506,489	472,656	9,560	64,153	42,642	7,626	50,035	1,880
Products of Mines.									
Hard coal	361,318	143,328	313,709	98,533	4,706	9,447	287	1,245	61
Soft coal	2,435,781	234,353	326,058		26,005	6,186	41,014	21,360	42
Coke	2,440		2		2	12			
Copper ore	8,323						6		
Iron ore	21,156,915	31,770	1,848	14,144		2	158		11
Other ore	5,104	1,531	592	10,158	592	1,389	3,675	27,448	1,718
Total	23,969,481	410,982	642,209	122,835	31,305	17,036	45,140	50,083	1,832
Grand totals (passengers and tonnage of vessels not included)	27,861,245	2,025,951	2,410,629	752,117	336,939	91,774	79,850	102,291	59,952

TABLE 7 (No. 1)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origan of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	8,133							30	8,133	30	8,163	8,163	
All others animal													
Barley	40	35,033		16,238		82,397			40	133,668	133,708	105,713	27,995
Buckwheat		5,769								5,769	5,769	5,769	
Cement, bricks, etc	98,496	1,600	11,327		11,605				121,428	1,600	123,028	117,038	5,990
Coal, hard	32				270,006		91,880		361,918		361,918		361,918
" soft	102,775	6,400	5,000	3,500	1,376,276	30,080	888,250	23,500	2,372,301	63,480	2,435,781		2,435,781
Coke							1,440		1,440		1,440		1,440
Corn	12					3,931		1,619	12	5,550	5,562	2,532	3,030
Dressed meats													
Flax		38,017		29,213		98,815				166,045	166,045	129,753	36,292
Flour	795	162,467	73	360	22	82,876	46	5,631	936	251,334	252,270	220,167	32,103
Fruits and vegetables	2,024		57						2,081		2,081	2,081	
Hay	3,601	29	523		11				4,135	29	4,164	4,164	
Hides and leather	6	213	39	1					45	214	259	259	
Household goods	37	21	5						42	21	63	63	
Iron, pig and bloom	36,338	2,434	60		3,212	2,935	9,924		49,534	5,369	54,903	48,916	5,987
Iron and steel, all other	90,406	30,801	584		32,245	6	392	96	123,627	30,903	154,530	131,954	22,576
Live stock	4	1							4	1	5	5	
Merchandise	256,060	4,932	12,680	1,588	30,619	3,841	5,287	3,196	304,646	12,557	218,203	303,715	14,488
Oats		239,839		16,938		24,622		748		282,147	282,147	267,561	14,586
Other mill products	830	6,034		120		7,055		4,541	830	17,750	18,580	13,228	5,352
" packing house products		32	46						46	32	78	78	
" woods	8,618	2,998							8,618	2,998	11,616	11,255	361
Ore, all other					1,367	3,737			1,367	3,737	5,104		5,104
" copper						8,323				8,323	8,323		8,323
" iron		28,212		13,776		21,048,908		66,019		21,156,915	21,156,915	3,339	21,153,576
Pease	41					28			41	28	69	41	28
Petroleum	6,372	1,237	362		30		3,011		9,825	1,237	11,062	6,756	4,306
Poultry, game and fish		62								62	62	62	
Potatoes	273	17	28						301	17	318	318	

Pulpwood	....	81	....	2,250	....	....	....	....	....	2,331	2,331	2,331	....
Rye	....	105	....	....	....	6,393	....	560	....	7,058	7,058	2,746	4,312
Sawed lumber	1,159	7,533	....	26,919	....	12,178	....	....	1,159	46,630	47,789	31,447	16,342
Shingles	....	....	....	....	....	6,966	....	240	....	7,206	7,206	4,950	2,256
Squared timber	53	24	....	1,060	....	1,050	....	....	53	2,134	2,187	2,187	....
Sugar and salt	18,765	900	5,189	....	11,155	35	....	....	35,109	935	36,044	28,055	7,989
Wheat	3,181	993,041	9,585	400,330	....	764,212	....	61,681	12,766	2,219,264	2,232,030	1,907,415	324,615
Wines, liquors and beers	3,550	58	483	....	203	....	70	....	4,306	58	4,364	4,364	....
Wool	....	50	....	....	....	....	....	20	....	70	70	70	....
Total freight	641,601	1,567,940	46,041	512,293	1,736,801	22,188,388	1,000,300	167,881	3,424,743	24,436,502	27,861,245	3,366,495	24,494,750

TABLE 7 (No. 2) —GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal during the Season of Navigation in 1909.—*Con.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Origin of cargo	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	9,207	83				254		30	9,207	367	9,574	9,320	254
All other animal													
Barley		18,927				4,224				23,151	23,151	18,927	4,224
Buckwheat													
Cement, bricks, &c	54,379	13,900			6,804			5,769	61,183	19,669	80,852	69,727	11,125
Coal, hard					130,731		11,067	1,530	141,798	1,530	143,328		143,328
Coal, soft						400		233,953		234,353	234,353		234,353
Coke													
Corn						100,967		39,935		140,902	140,902		140,902
Dressed meats													
Flax		20,538								20,538	20,538	20.538	
Flour		20,661				15,452		2,650		38,763	38,763	20,254	18,509
Fruits and vegetables	97								97		97	97	
Hay	1,701								1,701		1,701	1,701	
Hides and leather						315				315	315		315
Household goods	3	13							3	13	16	16	
Iron, pig and bloom	18,338	1,398						1,457	18,338	2,855	21,193	19,736	1,457
Iron and steel, all other	46,285	8,355	1,133			5		10,054	47,418	18,414	65,832	55,841	9,991
Live stock													
Merchandise	82,971	28,128	35,411		66,826	5,861	400	9,503	185,608	43,492	229,100	147,241	81,859
Oats		72,263						2,872		75,135	75,135	74,234	904
Other mill products	15	2,135				22,620		5,388	15	30,143	30,158	1,089	29,069
" packing house products	25							402	25	402	427	25	402
" woods	84	140				2,932		1,343	84	4,415	4,499	224	4,275
Ore, all other					1,531				1,531		1,531		1,531
" copper													
" iron								31,170		31,770	31,770		31,770
Pease						63				63	63		63
Petroleum	81	23,879	15					24,377	96	48,256	48,352	23,975	24,377
Poultry, game and fish					230				230		230		230

Potatoes														
Pulpwood			122,867						122,867		122,867	122,867	
Rye		33								33	33	33	
Sawed lumber	40		3,984	14,696		24,327		2,834	4,024	41,857	45,881	17,687	28,194
Shingles				298						298	298	298	
Squared timber	89	2,190		1,475		125		9,190	89	12,980	13,069	2,279	10,790
Sugar and salt	2,219	103	57		42,453	1,196		643	44,729	1.942	46,671	2,869	43,802
Wheat	122	405,703				17,940		166,431	122	590,074	590,196	436,373	153,823
Wines, liquors and beers	2,081	269	837		6			1,706	2,924	1,975	4,899	4,893	6
Wool						157				157	157		157
Total freight	217,737	618,718	164,304	16,469	248,581	196,838	11,467	551,837	642,089	1,383,862	2,025,951	1,050,241	975,710

TABLE 7 (No. 3).—GENERAL STATEMENT showing the Quantity of each through Article transported on the Welland Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	9,207	83				254		30	9,207	367	9,574	9,320	254
All other animal													
Barley		18,927				4,224				23,151	23,151	18,927	4,224
Buckwheat													
Cement, bricks, &c	54,379	300			6,804			5,769	61,183	6,069	67,252	56,127	11,125
Coal, hard					130,731		11,067	1,530	141,798	1,530	143,328		143,328
" soft						400		233,953		234,353	234,353		234,353
Coke													
Corn						100,967		39,935		140,902	140,902		140,902
Dressed meats													
Flax		20,538								20,538	20,538	20,538	
Flour		20,661				15,452		2,650		38,763	38,763	20,254	18,509
Fruits and vegetables	97								97		97	97	
Hay	1,701								1,701		1,701	1,701	
Hides and leather						315				315	315		315
Household goods	3	13							3	13	16	16	
Iron, pig and bloom	18,338	1,398						1,007	18,338	2,405	20,743	19,736	1,007
Iron and steel, all other	46,285	8,355	1,133			5		10,054	47,418	18,414	65,832	55,841	9 991
Live stock													
Merchandise	82,218	1,701	35,411		66,826	5,861	400	9,503	184,855	17,065	201,920	120,061	81,859
Oats		72,263						2,872		75,135	75,135	74,231	904
Other mill products	15	2,135				22,620		5,388	15	30,143	30,158	1,089	29,069
" packing house products	25							402	25	402	427	25	402
" woods						2,932		2		2,934	2,934		2,934
Ore, all other					1,531				1,531		1,531		1,531
" copper													
" iron								31,770		31,770	31,770		31,770
Pease						63				63	63		63
Petroleum	81	23,879	15					24,377	96	48,256	48,352	23,975	24,377
Poultry, game and fish					230				230		230		230
Potatoes													
Pulpwood			122,867						122,867		122.867	122,867	
Rye		33								33	33	33	
Sawed lumber	16		3,984	14,696		24,327		2,834	4,000	41,857	45,857	17,663	28.194

Shingles	....	....	....	298	....	....	....	....	....	298	298	298	....
Squared timber	....	2,100	....	1,475	....	125	....	9,190	....	12,890	12,890	2,100	10,790
Sugar and salt	2,219	103	57	....	42,453	1,196	....	643	44,729	1,942	46,671	2,869	43,802
Wheat	....	398,912	....	....	....	17,940	....	166,431	....	583,283	583,283	429,460	153,823
Wines, liquors and beers	2,081	269	837	....	6	....	....	1,706	2,924	1,975	4,899	4,893	6
Wool	....	....	....	....	....	157	....	....	....	157	157	....	157
Total freight	216,665	571,670	164,304	16,469	248,581	196,838	11,467	550,046	641,017	1,335,023	1,976,040	1,002,121	973,919

APPENDIX A—*Continued*

TABLE 7 (No. 4)—GENERAL STATEMENT showing the Quantity of each way article transported on the Welland Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal													
Barley													
Buckwheat													
Cement, bricks, &c		13,600								13,600	13,600	13,600	
Coal, hard													
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables													
Hay													
Hides and leather													
Household goods													
Iron—pig and bloom								450		450	450		450
Iron and steel, all other													
Live stock													
Merchandise	753	26,427							753	26,427	27,180	27,180	
Oats													
Other mill products													
Other packing house products													
Other woods	84	140						1,341	84	1,481	1,565	224	1,341
Ore, all other													
" copper													
" iron													
Peas													
Petroleum													
Poultry, game and fish													
Potatoes													
Pulpwood													

Rye													
Sawed lumber	24								24		24	24	
Shingles													
Squared timber	89	90							89	90	179	179	
Sugar and salt													
Wheat	122	6,791							122	6,791	6,913	6,913	
Wines, liquors and beers													
Wool													
Total freight	1,072	47,048						1,791	1,072	48,839	49,911	48,120	1,791

TABLE 7 (No. 5).—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	305	144							305	144	449	448	1
All other animal	1,279	8,593							1,279	8,593	9,872	9,872	
Barley	88	19,167							88	19,167	19,255	19,255	
Buckwheat	984	18							984	18	1,002	1,002	
Cement, bricks, &c	84,946	87,212						4,985	84,946	92,197	177,143	171,704	5,439
Coal, hard	3,577	4,813					3,759	301,560	7,336	306,373	313,709	2,801	310,908
" soft	139,168	1,316						185,574	139,168	186,890	326,058	140,965	185,093
Coke	2								2		2	2	
Corn	2,960	20,803						9,772	2,960	30,575	33,535	16,062	17,473
Dressed meat	101	206			2				103	206	309	307	2
Flax	14	20,138							14	20,138	20,152	20,152	
Flour	2,097	24,439						2,359	2,097	26,798	28,895	26,196	2,699
Fruits and vegetables	1,426	6,750			2			25	1,428	6,775	8,203	8,176	27
Hay	7,363	2,426							7,363	2,426	9,789	9,789	
Hides and leather	7	5			2				9	5	14	12	2
Household goods	518	1,124			2				520	1,124	1,644	1,642	2
Iron—pig and bloom	20,399	521							20,399	521	20,920	20,813	107
Iron and steel, all other	67,658	9,815						6,537	67,658	16,352	84,010	77,473	6,537
Live stock	86	927							86	927	1,013	1,013	
Merchandise	104,879	24,262			52			4,587	104,931	28,849	133,780	124,449	9,331
Oats	297	69,741							297	69,741	70,038	70,038	
Other mill products	411	1,743						4,916	411	6,659	7,070	2,218	4,852
Other packing house products	573	507			76			384	649	891	1,510	1,071	469
Other woods	225	9,085							225	9,085	9,310	9,310	
Ore, all other	556	1,860							556	1,860	2,416	1,860	556
" copper													
" iron	24								24		24	24	
Pease	35	71							35	71	106	106	
Petroleum	3,293	18,771						15,577	3,293	34,348	37,641	20,559	17,082
Poultry, game and fish	1	118							1	118	119	119	
Potatoes	357	955							357	955	1,312	1,312	
Pulpwood	18,923	685	233,478						252,401	685	253,086	253,086	
Rye	416	125							416	125	541	541	
Sawed lumber	37,578	149,170	9,476	36,547					47,054	185,717	232,771	232,771	

Shingles	145	....	....	....	....	....	....	....	145	....	145	145	....
Squared timber	482	13,363	....	....	....	....	....	....	482	13,363	13,845	13,845	....
Sugar and salt	10,059	684	....	....	....	....	....	96	10,059	780	10,839	10,799	40
Wheat	17,047	431,749	....	....	....	....	....	125,036	17,047	556,785	573,832	434,620	139,212
Wines, liquors and beers	5,293	788	....	....	....	....	....	149	5,293	937	6,230	6,230	....
Wool	....	10	....	....	....	....	....	....	....	10	10	10	....
Total, freight	533,572	932,104	242,954	36,547	136	....	3,759	661,557	780,421	1,630,208	2,410,629	1,710,797	699,832

TABLE 7 (No, 6)—GENERAL STATEMENT showing the Quantity of each through Article transported on the St. Lawrence Canals, during the Season of Navigation in 1909—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From Unired States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	100	83							100	83	183	183	
All other animal	75	4,990							75	4,990	5,065	5,065	
Barley		19,143								19,143	19,143	19,143	
Buckwheat													
Cement, bricks, &c	14,011	12,715						4,985	14,011	17,700	31,711	27,694	4,017
Coal, hard	707	4,611					1,696	289,969	2,403	294,580	296,983	707	296,276
" soft	11,140							175,115	11,140	175,115	186,255	11,140	175,115
Coke													
Corn	814	7,365						9,772	814	17,137	17,951	814	17,137
Dressed meats	78	200							78	200	278	278	
Flax		19,634								19,634	19,634	19,634	
Flour	25	19,546						2,359	25	21,905	21,930	19,231	2,699
Fruits and vegetables	44	5,989						25	44	6,014	6,058	6,033	25
Hay	1,701								1,701		1,701	1,701	
Hides and leather													
Household goods	274	775							274	775	1,049	1,049	
Iron—pig and bloom	19,226	105							19,226	105	19,331	19,331	
Iron and steel, all other	42,202	8,980						6,537	42,202	15,517	57,719	51,182	6,537
Live stock	5	32							5	32	37	37	
Merchandise	88,433	16,883						4,587	88,433	21,470	109,903	104,436	5,467
Oats		65,624								65,624	65,624	65,624	
Other mill products	47	960						4,916	47	5,876	5,923	1,071	4,852
" packing house products	162	216						384	162	600	762	358	404
" woods	2								2		2	2	
Ore, all other		1,824								1,824	1,824	1,824	
" copper													
" iron													
Pease		30								30	30	30	
Petroleum	1,087	18,555						15,577	1,087	34,122	35,219	19,537	15,682
Poultry, game and fish		6								6	6	6	
Potatoes	27								27		27	27	

Pulpwood	18,248	....	231,243	....	....	....	....	....	249,497	....	249,497	249,497	....
Rye	....	120	....	....	....	....	....	....	....	120	120	120	....
Sawed lumber	1,237	....	9,476	....	....	....	....	....	10,713	....	10,713	10,713	....
Shingles	....	....	....	....	....	....	....	....	....	....	....	....	....
Squared timber	....	900	....	....	....	....	....	....	....	900	900	900	....
Sugar and salt	4,936	324	....	....	....	....	....	96	4,936	420	5,356	5,316	40
Wheat	750	425,739	....	....	....	....	....	125,036	750	550,775	551,525	412,313	139,212
Wines, liquors and beers	4,209	747	....	....	....	....	....	149	4,209	896	5,105	5,105	....
Wool	....	....	....	....	....	....	....	....	....	....	....	....	....
Total freight	209,540	636,095	240,625	....	....	....	1,696	639,507	451,961	1,275,603	1,727,564	1,060,101	667,463

TABLE 7 (No. 7).—GENERAL STATEMENT showing the Quantity of each Way Article transported on the St. Lawrence Canals during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	205	61							205	61	266	265	1
All other animal	1,204	3,603							1,204	3,603	4,807	4,807	
Barley	88	24							88	24	112	112	
Buckwheat	984	18							984	18	1,002	1,002	
Cement, bricks, &c	70,935	74,497							70,935	74,497	145,432	144,010	1,422
Coal, hard	2,870	202					2,063	11,591	4,933	11,793	16,726	2,094	14,632
" soft	128,028	1,316						10,459	128,028	11,775	139,803	129,825	9,978
Coke	2								2		2	2	
Corn	2,146	13,438							2,146	13,438	15,584	15,248	336
Dressed meats	33	6			2				25	6	31	29	2
Flax	14	504							14	504	518	518	
Flour	2,072	4,893							2,072	4,893	6,965	6,965	
Fruits and vegetables	1,382	761							1,384	761	2,145	2,143	2
Hay	5,662	2,426			2				5,662	2,426	8,088	8,088	
Hides and leather	7	5			2				9	5	14	12	2
Household goods	244	349			2				246	349	595	593	2
Iron—pig and bloom	1,173	416							1,173	416	1,589	1,482	107
Iron and steel, all other	25,456	835							25,456	835	26,291	26,291	
Live stock	81	895							81	895	976	976	
Merchandise	16,446	7,379			52				16,498	7,379	23,877	20,013	3,864
Oats	297	4,117							297	4,117	4,414	4,414	
Other mill products	364	783							364	783	1,147	1,147	
" packing house products	411	291			76				487	291	778	713	65
" woods	223	9,085							223	9,085	9,308	9,308	
Ore, all other	556	36							556	36	592	36	556
" copper													
" iron	24								24		24	24	
Pease	35	41							35	41	76	76	
Petroleum	2,206	216							2,206	216	2,422	1,022	1,400
Poultry, game and fish	1	112							1	112	113	113	
Potatoes	330	955							330	955	1,285	1,285	

Pulpwood	675	685	2,229	....	....	....	....	....	2,904	685	3,589	3,589	....
Rye	416	5	....	....	....	....	....	....	416	5	421	421	....
Sawed lumber	36,341	149,170	....	36,547	....	....	....	....	36,341	185,717	222,058	222,058	....
Shingles	....	145	....	....	....	....	....	....	....	145	145	145	....
Squared timber	482	12,463	....	....	....	....	....	....	482	12,463	12,945	12,945	....
Sugar and salt	5,123	360	....	....	....	....	....	....	5,123	360	5,483	5,483	....
Wheat	16,297	6,010	....	....	....	....	....	....	16,297	6,010	22,307	22,307	....
Wines, liquors and beers	1,084	41	....	....	....	....	....	....	1,084	41	1,125	1,125	....
Wool	....	10	....	....	....	....	....	....	....	10	10	10	....
Total freight	223,887	296,153	2,229	36,547	136	....	2,063	22,050	328,315	354.750	83,065	650,696	32,369

TABLE 7 (No 8).—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	69	2							69	2	71	71	
All other animal	21	247						162	21	409	430	268	162
Barley	17								17		17	17	
Buckwheat													
Cement, bricks, &c.	478		146					291	624	291	915	624	291
Coal, hard	2							98,531	2	98,531	98,533	2	98,531
" soft													
Coke													
Corn	48								48		48	48	
Dressed meats													
Flax	1								1		1	1	
Flour	1,312								1,312		1,312	1,312	
Fruits and vegetables	669	1,579							669	1,579	2,248	2,248	
Hay		7,772	7,702						7,702	7,772	15,474	15,474	
Hides and leather													
Household goods	19	3						1	19	4	23	22	1
Iron-pig and bloom	52	6							52	6	58	58	
Iron and steel, all other	596	10							596	10	606	606	
Live stock													
Merchandise	836	467	172					5,239	1,008	5,646	6,654	1,415	5,239
Oats	17	669							17	669	686	686	
Other mill products	112	9							112	9	121	121	
Other packing house products													
Other woods	86	747	230						316	747	1,063	1,063	
Ore, all other	30							10,128	30	10,128	10,158	30	10,128
" copper													
" iron								14,144		14,144	14,144		14,144
Pease	18								18		18	18	
Petroleum	156							32	156	32	188	156	32

Poultry, game and fish	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Potatoes	23	4	......	......	......	......	......	......	23	4	27	27	......	......
Pulpwood	......	......	483,573	......	......	......	......	......	483,573	......	483,573	483,573	......	......
Rye	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Sawed lumber	24	4	114,643	......	......	......	......	......	114,667	4	114,671	114,671	......	......
Shingles	23	......	......	......	......	......	......	......	23	......	23	23	......	......
Squared timber	......	......	......	......	......	......	......	......	......	......	......	......	......	......
Sugar and salt	711	6	......	......	......	......	......	168	711	174	885	717	168	
Wheat	10	......	......	......	......	......	......	......	10	......	10	10	......	
Wines, liquors and beers	150	10	......	......	......	......	......	......	150	10	160	160	......	
Wool	......	......	......	......	......	......	......	......	......	......	......	......	......	
Total freight	5,480	11,475	696,466	......	......	......	......	128,696	611,946	140,171	752,117	623,421	128,696	

TABLE 7(No. 9).—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	2								2		2	2	
All other animal	5	200							5	200	205	205	
Barley	5								5		5	5	
Buckweat	1								1		1	1	
Cement, bricks, &c	756	2,863							756	2,863	3,619	3,619	
Coal, hard	147						140		287		287	76	211
Coal, soft	47	40,967							47	40,967	41,014	41,014	
Coke													
Corn	4								4		4	4	
Dressed meats	8								8		8	8	
Flax													
Flour	1,303	15							1,303	15	1,318	1,318	
Fruits and Vegetables	1,209								1,209		1,209	1,209	
Hay	2,528								2,528		2,528	2,528	
Hides and leather													
Household goods	14	121							14	121	135	135	
Iron-pig and bloom	22	3							22	3	25	25	
Iron and steel, all other	63	76							63	76	139	139	
Live stock	15								15		15	15	
Merchandise	988	194					4		992	194	1,186	1,182	4
Oats	3,780								3,780		3,780	3,780	
Other mill products	522								522		522	522	
Other packing house products	283	3							283	3	286	286	
Other woods	365	980					2		367	980	1,347	1,345	2
Ore, all other		3,603					72		72	3,603	3,675	3,603	72
" copper	6								6		6	6	
" iron	158								158		158	158	
Pease	2								2		2	2	
Petroleum	403	42							403	42	445	445	

Poultry, game and fish	218	2,314	....	....	....	....	....	....	218	2,314	2,532	2,532	....
Potatoes	6,242	1	....	....	....	....	....	....	6,242	1	6,243	6,243	....
Pulpwood	....	....	....	....	....	....	....	....	....	....	....	....	....
Rye	2	....	....	....	....	....	....	....	2	....	2	2	....
Sawed lumber	5,125	509	....	....	....	....	....	....	5,125	509	5,634	5,634	....
Shingles	506	....	....	....	....	....	....	....	506	....	506	506	....
Squared timber	371	157	....	....	....	....	408	....	779	157	936	528	408
Sugar and salt	1,776	2	....	....	....	....	....	....	1,776	2	1,778	1,778	....
Wheat	....	....	....	....	....	....	....	....	....	....	....	....	....
Wines, liquors and beers	292	2	....	....	....	....	3	....	295	2	297	294	3
Wool	1	....	....	....	....	....	....	....	1	....	1	1	....
Total freight	27,169	52,052	....	....	....	....	629	....	27,798	52,052	79,850	79,150	700

TABLE 7 (No. 10).—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	30	5							30	5	35	35	
All other animal	27	91							27	91	118	118	
Barley		348								348	348	348	
Buckwheat													
Cement, bricks, &c.	32,825	880							32,825	880	33,705	33,705	
Coal, hard							672	573	672	573	1,245		1,245
Coal, soft								21,360		21,360	21,360		21,360
Coke													
Corn		3								3	3	3	
Dressed meats	65	160							65	160	225	225	
Flax													
Flour													
Fruits and vegetables	15	130							15	130	145	145	
Hay													
Hides and leather													
Household goods	207	58							207	58	265	265	
Iron-pig and bloom	370	25							370	25	395	395	
Iron and steel, all other	952	683							952	683	1,635	1,272	363
Live stock	4	2							4	2	6	6	
Merchandise	9,241	3,072						2	9,241	3,074	12,315	12,303	12
Oats		277								277	277	277	
Other mill products		10								10	10	10	
Other packing house products	165	155							165	155	320	320	
Other woods	100		204						304		304	304	
Ore, all other	26,928	550							26,928	550	27,478	27,478	
" copper													
" iron													
Pease													
Petroleum	385	300							385	300	685	683	2
Poultry, game and fish	1								1		1	1	

Potatoes	10	35							10	35	45	45	
Pulpwood	1								1		1	1	
Rye													
Sawed lumber	116		202						318		318	318	
Shingles	2								2		2	2	
Squared timber	30								30		30	30	
Sugar and salt	240	100							240	100	340	285	55
Wheat													
Wines, liquors and beers	300	360							300	360	660	660	
Wool	20								20		20	20	
Total freight	72,034	7,244	406				672	21,935	73,112	29,179	102,291	79,254	23,037

TABLE 7 (No. 11).—GENRAL STATEMENT showing the quantity of each Article transported on the Ottawa Canals during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	194	39							194	39	233	233	
All other animal	113	2,720							113	2,720	2,833	2,833	
Barley	59								59		59	59	
Buckwheat	10								10		10	10	
Cement, bricks, &c	1,829	40,241							1,829	40,241	42,070	42,070	
Coal, hard	784						3,922		4,706		4,706	124	4,582
" soft	25,995	10							25,995	10	26,005	26,005	
Coke	2								2		2	2	
Corn	47								47		47	47	
Dressed meats	7	6							7	6	13	13	
Flax	14								14		14	14	
Flour	1,017	94							1,017	94	1,111	1,111	
Fruits and vegetables	307	500							307	500	807	807	
Hay	106	1,246							106	1,246	1,352	1,352	
Hides and leather		2								2	2	2	
Household goods	106	54							106	54	160	160	
Iron-pig and bloom	662	1							662	1	663	663	
Iron and steel, all other	1,189	41	20						1,209	41	1,250	1,250	
Live stock	29	497							29	497	526	526	
Merchandise	9,120	3,782	20				697		9,837	3,782	13,619	12,922	697
Oats	135	245							135	245	380	380	
Other mill products	51	593							51	593	644	644	
Other packing house products	207	22	10						217	22	239	239	
Other woods		33,313		230						33,543	33,543	33,543	
Ore, all other		36					556		556	36	592	36	556
" copper													
" iron													
Pease	3								3		3	3	
Petroleum	698	170	10						708	170	878	878	
Poultry, game and fish		112								112	112	112	

Potatoes	307	832							307	832	1,139	1,139	
Pulpwood	603	175							603	175	778	778	
Rye	36								36		36	36	
Sawed lumber	280	154,657		42,103					280	196,760	197,040	197,040	
Shingles		439								439	439	439	
Squared timber		225								225	225	225	
Sugar and salt	4,112	65	85						4,197	65	4,262	4,262	
Wheat	119								119		119	119	
Wines, liquors and beers	990	23	5						995	23	1,018	1,018	
Wool		10								10	10	10	
Total freight	49,131	240,150	150	42,333			5,175		54,456	282,183	336,939	331,104	5,835

TABLE 7 (No. 12).—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	188	97							188	97	285	285	
All other animal	514	888							514	888	1,402	1,402	
Barley		30								30	30	30	
Buckwheat	7								7		7	7	
Cement, bricks, &c	5,767	11,895							15,767	11,895	27,662	27,662	
Coal, hard	189	157					1,787	7,314	1,976	7,471	9,447	205	9,242
" soft	1,371	26						4,789	1,371	4,815	6,186	1,377	4,809
Coke	12								12		12	12	
Corn	2	60						40	2	100	102	62	40
Dressed meats	13	5							13	5	18	18	
Flax													
Flour	67	243							67	243	310	310	
Fruit and vegetables	159	45					40		199	45	244	204	40
Hay	1,322	152							1,322	152	1,474	1,474	
Hides and leather	2	2							2	2	4	4	
Household goods	64	82							64	82	146	146	
Iron-pig and bloom	394	116							394	116	510	510	
Iron and steel, all other	1,081	91							1,081	91	1,172	1,172	
Live stock	6	6							6	6	12	12	
Merchandise	5,078	2,771						1	5,078	2,772	7,850	7,850	
Oats	30	277							30	277	307	307	
Other mill products	30	108							30	108	138	138	
Other packing house products	203	66							203	66	269	269	
Other woods	4,844	987						1	4,844	988	5,832	5,832	
Ore, all other	369	950	70						439	950	1,389	1,389	
" copper													
" iron		2								2	2	2	
Pease		1								1	1	1	

Petroleum	449	261	....	....	....	....	....	....	449	261	710	710	....
Poultry, game and fish	8	....	....	....	....	....	....	....	8	....	8	8	....
Potatoes	179	26	....	....	....	....	....	....	179	26	205	205	....
Pulpwood	84	1,626	....	....	....	....	....	....	84	1,626	1,710	1,710	....
Rye	....	....	....	....	....	....	....	....	....	....	....	....	....
Sawed lumber	7,615	10,737	324	252	....	....	....	3	7,939	10,992	18,931	18,931	....
Shingles	178	75	....	....	....	....	....	....	178	75	253	253	....
Squared timber	1	....	....	....	....	....	....	....	1	....	1	1	....
Sugar and salt	3,281	358	....	....	....	....	....	....	3,281	358	3,639	3,639	....
Wheat	15	806	....	....	....	....	....	....	15	806	821	821	....
Wines, liquors and beers	597	71	....	....	....	....	....	....	597	71	668	668	....
Wool	1	16	....	....	....	....	....	....	1	16	17	17	....
Total freight	44,120	33,033	394	252	....	....	1,827	12,148	46,341	45,433	91,774	77,643	14,131

TABLE 7 (No. 13).—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals during the Season of Navigation in 1909.

Articles.	From Canadian to Canadian Ports.		From Canadain to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	4	20							4	20	24	24	
All other animal	34	53							34	53	87	87	
Barley	4								4		4	4	
Buckwheat													
Cement, bricks, &c	527	224							527	224	751	751	
Coal, hard	37	24							37	24	61	61	
" soft	42								42		42	42	
Coke													
Corn													
Dressed meats													
Flax													
Flour	44	21							44	21	65	65	
Fruits and vegetables	2								2		2	2	
Hay	21								21		21	21	
Hides and leather													
Household goods	45	20							45	20	65	65	
Iron-pig and bloom													
Iron and steel, all other		14								14	14	14	
Live stock	45	13							45	13	58	58	
Merchandise	637	336							637	336	973	973	
Oats	19								19		19	19	
Other mill products	16	29							16	29	45	45	
Other packing house products	42								42		42	42	
Other woods	13,179	14,972							13,179	14,972	28,151	28,151	
Ore, all other	4	1,714							4	1,714	1,718	1,718	
" copper													
" iron	11								11		11	11	
Pease	64								64		64	64	
Petroleum	15	4							15	4	19	19	
Poultry, game and fish													
Potatoes	167	1							167	1	168	168	

Pulpwood	539	19,052	....	....	....	....	....	....	539	19,052	19,591	19,591	....
Rye	18	....	....	....	....	....	....	....	18	....	18	18	....
Sawed lumber	1,044	4,701	....	....	....	....	....	....	1,044	4,701	5,745	5,745	....
Shingles	45	75	....	....	....	....	....	....	45	75	120	120	....
Squared timber	631	848	....	....	....	....	....	....	631	848	1,479	1,479	....
Sugar and salt	14	2	....	....	....	....	....	....	14	2	16	16	....
Wheat	559	....	....	....	....	....	....	....	559	....	559	559	....
Wines, liquors and beers	10	8	....	....	....	....	....	....	10	8	18	18	....
Wool	....	2	....	....	....	....	....	....	....	2	2	2	....
Total freight	17,819	42,133	....	....	....	....	....	....	17,819	42,133	59,952	59,952	....

TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 5,142 tons	1	5,142	1	5,000 to —— tons	....	....
2	4,000 " 5,000 "	1	4,361	2	4,000 " 5,000 "	....	....
3	3,000 " 4,000 "	2	6,775	3	3,000 " 4,000 "	....	....
4	2,000 " 3,000 "	6	17,333	4	2,000 " 3,000 "	....	....
5	1,000 " 2,000 "	57	75.254	5	1,000 " 2,000 "	....	....
6	Under 1,000 "	61	20,278	6	Under 1,000 "	4	3,244
	Total	128	129,143		Total	4	3,244

WELLAND

1	250 to 1,579 tons	66	61,058	1	250 to 989 tons	14	7,585
2	200 " 249 "	2	430	2	200 " 249 "	3	675
3	150 " 199 "	4	675	3	150 " 199 "	4	670
4	100 " 149 "	4	450	4	100 " 149 "	6	600
5	50 " 99 "	6	460	5	50 " 99 "	1	50
6	Under 50 "	15	625	6	Under 50 "	1	15
	Total	97	63,698		Total	29	9,595

ST. LAWRENCE

1	250 to 1,597 tons	46	48,242	1	250 to 1,184 tons	79	33,141
2	200 " 249 "	7	1,520	2	200 " 249 "	7	1,475
3	150 " 199 "	7	1,145	3	150 " 199 "	59	9,605
4	100 " 149 "	10	1,185	4	100 " 149 "	87	10,525
5	50 " 99 "	22	1,625	5	50 " 99 "	64	5,055
6	Under 50 "	36	706	6	Under 50 "	6	255
	Total	128	54,423		Total	302	60,056

RIDEAU, OTTAWA AND

1	250 to 372 tons	4	1,334	1	250 to —— tons	...	....
2	200 " 249 "	....	....	2	200 " 149 "	5	1,025
3	150 " 200 "	1	185	3	150 " 200 "	39	6,375
4	100 " 149 "	1	100	4	100 " 149 "	52	6,650
5	50 " 99 "	8	530	5	50 " 99 "	17	1,290
6	Under 50 "	36	609	6	Under 50 "	11	286
	Total	50	2,758		Total	124	15,626

through the following Canals during the Season of Navigation in 1909.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,498 tons..........	50	270,666	1	5,000 to ——- tons	...	....
2	4,000 " 5,000 "	77	308,184	2	4,000 " 4,725 "	3	13,839
3	3,000 " 4,000 "	137	464,262	3	3,000 " 4,000 "	6	19,540
4	2,000 " 3,000 "	45	123,158	4	2,000 " 3,000 "	6	14,962
5	1,000 " 2,000 "	59	96,016	5	1,000 " 2,000 "	5	7,148
6	Under 1,000 "	51	19,905	6	Under 1,000 "	6	3,348
	Total.....	419	1,282,191			26	58,837

CANAL.

Class.	Steam Vessels.	No.	Tonnage.	Class	Sailing Vessels.	No.	Tonnage.
1	250 to 1,673 tons	55	49,912	1	250 to 1,310 tons	10	1,925
2	200 " 249 "	...	....	2	200 " 249 "	1	200
3	150 " 199 "	2	340	3	150 " 199 "	1	160
4	100 " 149 "	1	120	4	100 " 149 "	....	....
5	50 " 99 "	9	750	5	50 " 99 "	4	290
6	Under 50 "	17	420	6	Under 50 "	1	35
		84	51,542			17	2,610

CANALS.

Class.	Steam Vessels.	No.	Tonnage.	Class	Sailing Vessels.	No.	Tonnage.
1	250 to 1,609 tons	29	24,552	1	250 to 796 tons........	10	5,256
2	200 " 249 "	....	....	2	200 " 249 "	....	....
3	150 " 199 "	....	....	3	150 " 199 "	....	....
4	100 " 149 "	1	135	4	100 " 149 "	41	4,430
5	50 " 99 "	3	235	5	50 " 99 "	88	8,240
6	Under 50 "	4	88	6	Under 50 "	3	63
			25,010			142	17,989

CHAMBLY CANALS.

Class.	Steam Vessels.	No.	Tonnage.	Class	Sailing Vessels.	No.	Tonnage.
1	250 to —- tons	...	.... .	1	250 to —- tons	....	....
2	200 " 249 "	....	....	2	200 " 249 "	....	. ....
3	150 " 200 "	....	....	3	150 " 200 "	9	1,410
4	100 " 149 "	....	....	4	100 " 149 "	440	45,905
5	50 " 99 "	....	....	5	50 " 99 "	199	18,630
6	Under 50 "	9	174	6	Under 50 "	2	23
	Total	9	174		Total	650	65,968

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine canal	$8\frac{1}{2}$
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall canal	11
River St. Lawrence	5
4. Farran's Point canal	$1\frac{1}{2}$
River St. Lawrence	10
5. Rapide Plat canal	$3\frac{3}{8}$
River St. Lawrence	4
6. Galops canal	$7\frac{1}{3}$
River St. Lawrence and Lake Ontario	236
7. Welland canal	$26\frac{3}{4}$
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie canal	$1\frac{1}{4}$
Lake Superior to Port Arthur	266
Total	$1,223\frac{7}{12}$
To Duluth	1,357
Chicago	1,286

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction	commenced	1821
"	completed	1825
First enlargement	commenced	1843
"	completed	1848
Second enlargement	commenced	1873
"	completed	1901
Length of canal		8½ statute miles.
Number of locks		5
Dimensions of locks		270 feet by 45 feet.
Total rise of lockage		45 feet.
Depth of water on sills.	at two locks	18 "
	at three locks	14 "
Average width of new canal		150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced		1892
Open for traffic		1899
Length of canal		14 statute miles.
Number of locks	lift	4
	guard	1
Dimensions of locks		280 feet by 45 feet.
Total rise of lockage		84 feet
Depth of water on sills		15 "
Breadth of canal at bottom		100 "
Breadth of canal at water surface		164 "
Number of arc lights		219 of 2,000 c. p. each.

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	11 statute miles.
Number of locks	6
Dimensions of locks	270 feet by 75 feet.
Total rise of lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 32¾ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockages	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3¾ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	7¾ miles.
Number of locks	3
Dimensions of locks. (one of which is a guard lock.)	2–270 by 45. 1–800 by 45.
Total rise of lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5⅙ miles.
Breadth at bottom	80 feet.
Breadth at water surface	120
Depth below lowest known lake level	11
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of Canal	27½ miles	26¾ miles
Pairs of guard-gates (formerly 3)	..	2
Number of locks — lift	26	25
Number of locks — guard	1	1
Dimensions	1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise or lockage	326¾ feet	326¾ feet.
Depth of water on sills	10¼ "	14 "
Construction commenced, 10 feet 3 inches		1824
" Completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 “
Chippewa cut to River Niagara	1,020 “
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 feet.
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT WELLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise or lockage	7½ feet.
Depth of water on sills	11 “

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	5,967 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)	20 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

- The Ste. Anne's lock.
- Carillon canal.
- Grenville canal.
- Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23
Ste. Anne's lock and piers	⅛	23
Ste. Anne's lock to Carillon canal	27	50
The Carillon canal	¾	51
The Carillon to Grenville canal	6¼	57
The Grenville canal	5¾	63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126¼	245

STE. ANNE'S LOCK.

Construction commenced.......................... 1814.
" completed.......................... 1816
Rebuilt of wood.............................. 1833
" in masonry.............................. 1843.

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
“ completed	1833
Enlargement commenced	1871
“ completed	1887
Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 “
Breadth of canal at bottom	100 “
Breadth of canal at water surface	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
“ completed	1833
Enlargement commenced	1871
“ completed	1887
Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 “
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 “

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
“ completed	1832

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston.	35 ascending. 14 descending.
Total lockage..........446½ feet {282¼ rise and 164 fall}	at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	4½ “
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Construction commenced	1883
" completed	1892
Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal at bottom	40 "
Breadth of canal at surface of water	40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844
“ completed	1849
Length	⅛ mile.
Number of locks	1 “
Dimensions of lock	200 feet by 45 feet.
Total rise of lockage	5 “
Depth of water on sills	7 feet at low water.
Length of dam in eastern channel	300 “
Length of dam in western channel	690 “

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831	
“ completed	1843	
Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks:—		
Guard lock, No. 1 at St. Johns	122 feet.	From 22½ to 24 feet wide.
Lift “ 2	124 “	
“ “ 3, 4, 5, 6	118 “	
“ “ 7, 8, 9 combined	125 “	
Total rise or lockage	74 “	
Depth of water on sills	7 “	
Breadth of canal at bottom	36 “	
Breadth of canal at surface of water	60 “	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term ‘Trent canal’ is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

From Trenton, Bay of Quinté to Nine Mile rapids ..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley's Falls dam..	—	14½
Heeley's Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9½
Lakefield to a point across Balsam lake..	61	—
	132¼	33

Total distance, Bay of Quinté to a point across Balsam lake.. 165¼

From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. 27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchemannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1 Lock at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.

2	Locks at	Fenelon..	134′ x 33′ x 5′ 0″ to 7′ 6″	depth water on	mitre sill.
1	"	Lindsay	134′ x 33′ x 5′ 0″ to 7′ 6″	"	"
1	"	Bobcaygeon ..	134′ x 33′ x 5′ 8″ to 7′ 0″	"	"
1	"	Buckhorn	134′ x 33′ x 5′ 0″ to 9′ 0″	"	"
1	"	Lovesick	134′ x 33′ x 5′ 0″ to 9′ 4″	"	"
2	"	Burleigh	134′ x 33′ x 6′ 0″ to 8′ 0″	"	"
1	"	Young's point.	134′ x 33′ x 5′ 0″ to 14′ 0″	"	"
1	"	Peterborough .	134′ x 33′ x 5′ 0″ to 10′ 0″	"	"
1	"	Hastings	134′ x 33′ x 7′ 0″ to 10′ 6″	"	"
1	"	Chisholms . ..	134′ x 33′ x 5′ 0″ to 8′ 6″	"	
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ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal	About 2,400 feet.
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	4 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Bearharnois. These were:—

COTEAU DU LAC CANAL.

Construction commenced	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:—

BURLINGTON BAY CANAL.

Construction	commenced	1825
"	completed	1832

DESJARDINS CANAL.

Construction	commenced	1826
"	completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was 7½ feet.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Intermediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile	Cape Whittle	Gulf of St. Lawrence	240	240
Cape Whittle	West Point, Anticosti	″	201	441
West Point, Anticosti	Father Point	River St Lawrence	202	643
Father Point	Rimouski	″	6	649
Rimouski	Bic	″	12	661
Bic	Isle Verte	″	39	700
Isle-Verte (opp. Saguenay)	Quebec	″	126	826
Quebec	Three Rivers	″ to tide-water	74	900
Three Rivers	Montreal	″	86	986
Montreal	Lachine	Lachine Canal	8½	994½
Lachine	Cascade Point	Lake St. Louis	16	1,009¾
Cascade Point	Coteau Landing	Soulanges Canal	14	1,021
Coteau Landing	Cornwall	Lake St. Louis	30	1,053¾
Cornwall	Dickinson's Landing	Cornwall Canal	11½	1,065¼
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070¼
Farran Point	Upper end of Croyle's Island	Farran's Point	¾	1,071
Upper end Croyle's Island	Williamsburg or Morrisburg	River St. Lawrence	10½	1,081½
Williamsburg	Rapide Plat	Rapide Plat Canal	4	1,085½
Rapide Plat	Point Iroquois Village	River St. Lawrence	4½	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu-Ile	Point Cardinal, Edwardsburg	Junction Canal	2⅝	1,095⅝
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097⅝
Galops Rapids	Prescott	River St. Lawrence	7⅜	1,105
Prescott	Kingston	″	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	26¾	1,360¾
Port Colborne	Amherstburg	Lake Erie	232	1,592¾
Amherstburg	Windsor	River Detroit	18	1,610¾
Windsor	Foot of St. Mary's Island	Lake St. Clair	25	1,635¾
Foot of St. Mary's Island	Sarnia	River St. Clair	33	1,668¾
Sarnia	Foot of St. Joseph Island	Lake Huron	270	1,938¾
Foot of St. Joseph's Island	Foot of Sault Ste. Marie	River Ste. Marie	47	1,985¾
Sault-Ste. Marie	Head of Sault Ste. Marie	Sault Ste. Marie Canal	1	1,986¾
Head of Sault Ste. Marie	Point aux Pins	River Ste. Marie	7	1,993¾
Pointe aux Pins	Port Arthur	Lake Superior	266	2,259¾
Port Arthur to Lake Shebandowan			45	
Lake Shebandowan to North-west Angle			312	
North-west Angle to Winnipeg			95	
Pointe aux Pins to Duluth			390	

Of the 2,259¾ miles from the Straits of Belle-Ile to the head of Lake Superior, 73½ miles are artificia navigation, and 2,188¾ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

″ ″ Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee, 442 miles.

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1910

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1911

[No 20*a*—1911]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honour to present to Your Excellency the report on Canal Statistics for the year ended December 31, 1910.

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1910.

I have the honour to be, Sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
February 15, 1911.

A. W. CAMPBELL, Esq.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended December 31, 1910.

It will be observed that there was a further substantial increase in the volume of traffic through the canals of the Dominion. The freight transported amounted to 42,990,608 tons, as compared with 33,720,748 tons in 1909. This betterment of 9,269,860 tons was equal to 27·5 per cent.

The freight traffic of 1910 was distributed among the various canals as follows :—

—	Tons.	Increase.
Sault Ste. Marie	36,395,687	8,534,442
Welland	2,326,290	300,339
St. Lawrence	2,760,752	350,123
Chambly	669,299	....
St. Peter's	85,951	6,101
Murray	177,941	75,650
Ottawa	385,261	48,322
Rideau	134,881	43,107
Trent	46,263	....
St. Andrew's	8,283	8,283
Total	42,990,608	9,366,367

It may be explained that St. Andrew's lock, which was constructed in 1909 to overcome the rapids by that name in the Red River near Winnipeg, appears in the list of canals for the first time. The traffic which it makes possible is between Lake Winnipeg and the city of Winnipeg.

In order that comparison may be made with preceding years, and, at the same time, a demonstration afforded of the rapid expansion of Canadian waterborne business, the figures relating to tonnage for the past decade are given :—

1901	5,665,259	tons.
1902	7,513,197	„
1903	9,203,817	„
1904	8,256,236	„
1905	9,371,744	„
1906	10,523,185	„
1907	20,543,639	„
1908	17,502,820	„
1909	33.720,748	„
1910	42,990,608	„

The growth during the first five-year period was equal to 65 per cent, and during the second period 308 per cent.

The business of the past three years was distributed among the various canals as follows :—

—	1908.	1909.	1910.
Sault Ste. Marie	12,759,216	27,861,245	36,395,687
Welland	1,703,453	2,025,951	2,326,290
St. Lawrence	2,009,102	2,410,629	2,760,752
Chambly	503,276	752,117	669,299
St. Peter's	72,015	79,850	85,951
Murray	25,901	102,291	177,941
Ottawa	258,527	336,939	385,261
Rideau	89,640	91,774	134,881
Trent	81,690	59,952	46,263
St. Andrew's	....	....	8,283

The classes of commodities which constituted the tonnage of the past two years with the volume of each, are shown in the following table :—

Canals.	Vegetable Products.	Animal Products.	Manufactures.	Produce of Forest.	Produce of Mines.	Total.
1909.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Soo	2,832,388	277,887	710,360	71,129	23,969,481	27,861,245
Welland	850,018	71,848	506,489	186,614	410,982	2,025,951
St. Lawrence	718,461	68,146	472,656	509,157	642,209	2,410,629
Chambly	780	19,612	9,560	599,330	122,835	752,117
St. Peter's	3,794	14,867	7,626	8,423	45,140	79,850
Murray	628	890	50,035	655	50,083	102,291
Ottawa	668	8,788	64,153	232,025	31,305	336,939
Rideau	1,268	4,101	42,642	26,727	17,036	91,774
Trent	664	490	1,880	55,086	1,832	59,952
Total	4,408,669	466,629	1,865,401	1,689,146	25,290,903	33,720,748
1910.						
Soo	2,530,396	304,729	862,526	100,613	32,597,423	36,395,687
Welland	982,346	60,880	516,333	154,737	611,994	2,326,290
St. Lawrence	856,611	83,754	497,007	564,328	759,052	2,760,752
Chambly	783	23,288	21,834	496,119	127,275	669,299
St. Peter's	4,603	14,867	7,889	10,124	48,468	85,951
Murray	20	4,544	162,506	3,471	7,400	177,941
Ottawa	723	8,111	72,294	268,199	35,934	385,261
Rideau	1,433	3,576	76,299	40,026	13,547	134,881
Trent	298	765	8,672	35,849	679	46,263
St. Andrew's	1	153	177	7,952	....	8,283
Total	4,377,214	504,667	2,225,537	1,681,418	34,201,772	42,990,608

The proportion of commodities by classes is shown in the following comparison for 1909 and 1910:—

—	1909.	1910.
	Per cent.	Per cent.
Vegetable products	13·0	10·2
Animal "	1·5	1·2
Manufactures	5·6	5·2
Produce of forests	4·9	3·9
Produce of mines	75·0	79·5

TRANSPORTATION OF CANADIAN WHEAT.

The growth of the Canadian wheat trade has been reflected in the rising tonnage of the canal at Sault Ste. Marie. In order that the facts may be in mind, following is a statement of the volume of wheat which passed through that canal since it was opened for business in 1895:—

	Bushels.
1895	4,518,334
1896	19,314,234
1897	17,925,834
1898	9,746,600
1899	12,759,634
1900	9,292,034
1901	9,639,534
1902	27,912,500
1903	32,233,934
1904	29,794,100
1905	25,983,100
1906	34,389,300
1907	49,399,967
1908	58,574,034
1909	*48,047,833
1910	51,774,833

During the past year it became necessary, in the adjustment of statistical methods, to make a more or less thorough study with respect to the movement of Canadian wheat through the canal at Sault Ste. Marie. Errors had been made in the classification of wheat of Canadian origin, and it was important to ascertain the correct figures. The inquiry covered the years 1909 and 1910.

It may be explained, that up to 1908 it had not been the practice of this Department to identify the products of Canada or the United States when they passed through any of the canals. At Sault Ste. Marie this was the rule on both sides of the boundary. Hence, it was quite impossible to know the volume of Canadian wheat which came down from the West or to follow the course which it took. This was obviously a defect in our statistical work, and a change was made in 1908.

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*For the first time represents Canadian wheat only. The figures of preceding years include American wheat which passed through the Canadian Canal.

A further explanation is necessary. At Sault Ste. Marie there are two canals, one on the Canadian side of the line and the other on the American side.

Both canals are free, and the captain of a vessel may select whichever one he may at the moment prefer. On the Canadian side the origin of all commodities passed through the canal is recorded. On the American side an account it is understood, has been kept during the past two years of Canadian wheat taking that route ; but the facts are not officially made public. In any event, only the volume is ascertained. The subsequent movement of each cargo is not made a matter of record.

Using the corrected figures, the volume of Canadian wheat which passed through the Sault Ste. Marie Canal during the year 1910 was 1,553.245 tons, or 51,774,833 bushels. In 1909 the aggregate was 1,441,435 tons, or 48,047,833 bushels. In addition, 9,117,328 bushels of Canadian wheat passed through the American canal in 1909, and 5,321,446 bushels in 1910. Joining the shipments of Canadian wheat which passed through the two canals, the total was 57,165,161 bushels for 1909, and 57,096,279 bushels for 1910.

By a careful analysis of the ships' reports it was ascertained that the distribution of Canadian wheat which passed through the Canadian Canal at Sault Ste. Marie in 1909 and 1910 without reference to official figures appearing elsewhere and here corrected, was as follows :—

—	1909.	1910.
	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370
" " " Georgian Bay	13,384,400	12,753,200
" " " other Canadian ports	10,149,633	9,603,400
" " " Buffalo	12,841,334	15,693,363
Duluth to Montreal	520,000	315,000
" " Buffalo	528,200	224,500
" " Georgian Bay	28,000	....
" " other Canadian ports	79,000	....
Total	48,047,833	51,774,833
Through American canal	9,117,328	5,321,446
Grand total	57.165.161	57,096,279

As has been said, the course of Canadian wheat which passed through the American canal at Sault Ste. Marie cannot be followed. With respect to that which passed through the Canadian canal, however, the following summary illuminates the facts given in the preceding paragraph.

—	1909.	1910.
	Per cent.	Per cent.
Fort William to Montreal	21·9	25·5
" " Georgian Bay	27·9	24·6
" " other Canadian ports	21·1	18·5
" " Buffalo	26·7	30·3
Duluth to Canadian ports	1·3	·6
" American "	1·1	·5

With regard to the situation as a whole, it will be seen that 62 per cent of the Canadian wheat which came down from the West in 1910 followed Canadian channels from start to finish. The remaining 38 per cent passed in part or wholly through American channels.

It will be observed that last year 30·3 per cent of the wheat which was shipped eastward by water from the provinces of the Canadian west found an outlet by way of Buffalo. This took place in spite of the fact that both distance and rates were in favour of the St. Lawrence route. The freight rate which prevailed during the season was from 3½ to 4½ cents per bushel from the head of Lake Superior to Montreal. From either Duluth or Fort William to New York the rate was from 4 to 5 cents, according to the season. It would seem that the popular conviction with respect to the controlling force of distance and rates in the handling of a commodity like wheat, which is supposed to yield most easily to such influences, is not entirely sound. Other conditions may act as a countervail. They did in this instance to the extent indicated.

It may help to a better understanding of our inland waterborne trade if the conditions which caused the diversion to Buffalo of over 30 per cent of the Canadian wheat which passed through the Sault Ste. Marie canal in 1910, while only 25 per cent was delivered at Montreal, are briefly presented. It may not be considered improper to discuss the basic facts of the matter, frankly and fairly in a report of this character. On the surface it would appear reasonable to expect that a cargo of wheat taken aboard a vessel at Fort William, and consigned to Liverpool, would seek the nearest ocean port. Montreal happens to be that port. Moreover, the lake freight rate to Montreal last year was from a half to over one cent per bushel less than the combined vessel and rail rate to New York, via Buffalo. At Buffalo the entire cargo must be transferred to cars or to barges. Only a small percentage of the 15,693,363 ~~tons~~ bushels of Canadian wheat which is definitely known to have gone to Buffalo in 1910 was carried by water to New York. The rail route commands the trade.

The conditions which operated against the St. Lawrence route in 1910, as in preceding years, were: First, the character of the vessels which ply between the head of Lake Superior and Buffalo; second, the ocean freight rates; third, the Atlantic insurance rate; and fourth, return cargo. The United States steamers engaged in the grain trade of the Great Lakes are much larger than those which can pass through the 14 feet waterway provided by the Welland and St. Lawrence canals. Such vessels can carry 450,000 bushels of wheat without lightering at Sault Ste. Marie. With a draft of 21 feet they cannot pass beyond Lake Erie. Many of them, too, are owned by the railways operating between Buffalo and New York. They have an advantage in the economical transportation of grain as against smaller steamers.

The ocean rates out of New York are lower than out of Montreal. The difference is from ¾ to 1½ cents per bushel in favor of the former port. This situation is due to a number of causes, to which allusion need not be made here. The fact alone is of immediate importance.

The rates of marine insurance for vessels sailing out of Montreal during the season of 1910 were as follows: From the opening of navigation to 15th September, 25 cents per $100; from October 16th to 31st, 45 cents; from 1st to 15th November, 60 cents;

from 16th November to close of navigation, 75 cents. From New York and Boston the rates were from 12½ to 15 cents, according to the class of steamer, throughout the entire year.

The fourth consideration—return cargo—is of relatively large importance. It was ascertained that United States steamers were able during the season of 1910 to obtain westbound cargo at Buffalo, chiefly coal, to the extent of a little more than 50 per cent. of their capacity. The return cargo obtained by vessels at Montreal did not exceed 25 per cent. So far as vessels bound for Fort William were concerned, it did not reach 15 per cent.

The distribution of Canadian wheat which passed through the Sault Ste. Marie Canal during the seasons of 1909 and 1910 disclosed another fact worthy of attention. Of the entire traffic, 43 per cent was carried to Georgian Bay and other Canadian ports west of Lake Erie. Thence it was transported by rail eastward, chiefly to Montreal. It is sufficient to give the statistical facts, without comment, which this movement has created. The vessel freight rate from Fort William to Georgian Bay has averaged about 2 cents per bushel for the past two years. During the middle of the season of 1910 it was from 1 to 1¼ cents. To this must be added the rail rate from Georgian Bay to Montreal, which was from 3½ to 5 cents per bushels, including the cost of elevation at both terminal points.

SAULT STE. MARIE CANAL.

The canal at Sault Ste. Marie forms the chief gateway of the inland waterborne traffic of the Dominion. Eighty-four per cent of the aggregate canal business of 1910 passed through the lock at that point. Having regard to freight tonnage, the eastbound traffic represented last year over 87 per cent of the total, showing that the movement of commodities is principally in one direction. Iron ore has for some years held first place in the freight list of eastbound cargoes, while wheat comes next. The up, or westbound, movement consists, to the extent of about 70 per cent, of coal. In view of the important position of the Sault Ste. Marie Canal, the following comparative summary of statistical facts is of interest :

Years.	CANADIAN VESSELS.		U. S. VESSELS.		Total No.	Vessel Tonnage.	FREIGHT TONNAGE.			LOCKAGES.	DAYS OPEN.	Remarks.
	No.	Tonnage.	No.	Tonnage.			Canadian.	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626	....	....	595,837	699	87	Canal first operated Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	....	....	4,577,399	3,042	218	
1897	1,909	495,546	2,359	3,391,936	4,268	3.797,482	....	....	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630	....	....	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	....	....	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	3,081	2,194,748	....	....	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	....	....	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	....	....	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,807	4,351	4,762,746	....	....	5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	....	....	5,030,705	3,022	241	
1905	3,970	1,803,288	1,692	3,734,349	5,662	5,537,637	....	....	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	....	....	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	6,349	12,115,969	....	....	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5.046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	3,345.619	33,050,068	36,395,687	6,110	248	

GENERAL STATISTICS.

STATEMENT of total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,565	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2.258,367	3 113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2 913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	513,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117.535	867,040	1,867,792	6,123,281	7.991.073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225.924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2.391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699.784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371.744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608

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* Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years:—

CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Portts.		Tons.		Total Tons.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895	1,258,848	1,165,683	253,693	13,383	.....	.....	5,899	285,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	28,833
1908	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,587,975	4,343,815	8,931,790	25,337

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years:—

UNITED STATES VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888.....	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,643	284,221	347,556	631,777	3,921
1889....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890.....	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891.....	10.357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892.....	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895....	8,838	24,768	138,554	17,712	262,240	216,542	32,295	185.730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897.....	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903....	14,014	24,168	265,208	65,247	1,736,487	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10.122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905.....	19,743	19,444	364,985	81,876	2,350,494	1,701,704	104,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907.....	57,349	72,018	304,591	72.048	4,739,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908	54,587	32,705	442.773	124.120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909.....	263,592	109,407	442,176	200,202	4,178,378	10.429,544	213,750	621,903	5,098,196	11,361,426	16,459,322	9,996
1910.....	119,222	50,498	428,702	305,330	5,509,417	14,488,565	299,462	576,161	6,356,803	15,420,494	21,777,297	11,462

CAPITAL EXPENDITURE.

The statement following brings the capital expenditure on the Canals of the Dominion down to March 31, 1910. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville Canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follow :—

Canal.	Construction.		Enlargement.		Total.	
	$	c.	$	c.	$	c.
St. Peter's	648,547	14			648,547	14
Lachine	2,589,532	85	9,786,178	93	12,375,711	78
Beauharnois	1,636,690	26			1,636,690	26
St. Lawrence River and Canals	18,442	85	3,451,470	56	3,469,913	41
Lake St. Louis			298,176	11	298,176	11
Lake St. Francis			75,906	71	75,906	71
Cornwall	1,945,624	73	5,289,142	41	7,234,767	14
Williamsburg Farran's Point			877,090	57	10,485,611	69
Galops			6,118,927	32		
Rapide Plat			2,158,242	00		
Williamsburg	1,320,655	54	10,696	26		
Welland	7,693,824	03	20,813,039	16	28,506,863	19
Ste. Anne's	134,456	51	1,035,759	12	1,170,215	63
*Carillon and Grenville	63,053	64	4,119,039	32	4,182,092	96
Culbute	382,776	46			382,776	46
Rideau	4,085,889	21			4,085,889	21
St. Ours	121,537	65			121,537	65
Chambly	637,214	66	43,786	43	681,001	09
Murray	1,248,946	71			1,248,946	71
Trent	7,873,501	09			7,873,501	09
Tay	489,599	23			489,599	23
Sault Ste. Marie	4,868,532	60			4,868,532	60
Soulanges	7,126,135	61			7,126,135	61
Total	42,884,960	77	54,077,454	90	96,962,415	67

The cost of maintenance during the fiscal year 1910 was $1,608,390.54.

Details of tonnage by canals and commodities will be found in the tables subjoined.

I have the honour to be, Sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1910

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twenty-nine years is as follows:—

Quantity passed down to Montreal.		To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	..	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	* 560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 151,566 tons in 1901 to 789,661 tons in 1910, and the quantity passed down the Welland Canal from United States ports to United States, has increased from 83,370 to 115,457 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 14 years, is reported as follows:—

	Tons.
For 1897	228,611
1898	293,391
1899	209,170
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	426.163
1910	

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal for the same period was:—

	Tons.
For 1897	604,200
1898	575,097
1899	372,291
1900	295,928
1901	203,316
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661

Comparative shipments of grain by the St. Lawrence route, and Railways, are as follows:—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canal to Montreal, is as follows:—

	Tons.
For 1909	652,742
1910	789,661
Showing an increase of	136,919

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways is reported as follows:—

	Tons.
For 1909	426,163
1910	
Showing	

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows :—

In Canadian vessels there were in—

			Tons.
1896, 196	cargoes, with an aggregate	quantity of	227,912
1897, 180	"	"	229,265
1898, 166	"	"	224,021
1899, 162	"	"	221,306
1900, 325	"	"	183,200
1901, 112	"	"	132,558
1902, 131	"	"	175,514
1903, 170	"	"	218,840
1904, 115	"	"	174,121
1905, 167	"	"	239,418
1906, 205	"	"	314,605
1907, 255	"	"	427,813
1908, 355	"	"	598,941
1909, 308	"	"	550,276
1810, 383	"	"	679,358

In the United States vessels there were in—

			Tons.
1896. 158	cargoes, with an aggregate	quantity of	217,978
1897, 197	"	"	285,847
1898, 339	"	"	464,852
1899, 167	"	"	205,571
1900, 259	"	"	163,575
1901, 135	"	"	123,229
1902, 135	"	"	136,652
1903, 219	"	"	273,986
1904, 118	"	"	150,359
1905, 235	"	"	273,344
1906, 178	"	"	269,800
1907, 263	"	"	413,087
1908, 271	"	"	330,514
1909, 174	"	"	272,291
1910, 182	"	"	295,714

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908 ; 87 Canadian and 9 American of 135,582 in 1907 ; 74 Canadian and 10 American of 108,734 tons in 1906 ; 96 Canadian and 18 American of 180,206 in 1905 ; 56 Canadian and 16 American of 116,095 tons in 1904 ; 56 Canadian and 18 American of 99,582 tons in 1903 ; 19 Canadian and 17 American of 34,804 tons in 1902 ; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891 ; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows :—

Articles.	1905.	1906.	1907.	1908.	1909.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	....	....
Rye	....	....	....	....	....
Oats	....	29,118	30,824	23,945	....
Barley	....	2,103	....	56,544	22,216
Flaxseed	....	....	39,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1910 was 2,326,290 tons; of this quantity 44,771 tons was way or local freight.

There were 1,601.456 tons of freight passed eastward, and 724,834 passed westward.

East and West bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1910 was 2,281,519.

Of this quantity 1,557,283 tons were east bound and 724,236 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,146,457 tons and United States vessels carried 410,826 tons; and of the west bound through freight Canadian vessels carried 357,019 tons and United States vessels carried 367,217 tons, or a total of 1,503,476 tons for Canadian and 778,043 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1910 was 2,760,752 tons; of this quantity 1,916,733 tons passed eastward and 844,019 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 1,959,771 tons; of this quantity 1,488,551 tons were east bound and 471,220 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 428,182 tons were east bound and 372,799 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows :—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1896	480,077	10,050
1897	584,246	4,542
1898	538,108	4,436
1899	354,933	5,991
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of fifteen years, was as follows :—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1896	385,695	267,518	653,213
1897	353,863	210,831	564,694
1898	277,023	210,516	487,539
1899	225,491	135,038	360,529
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 40,080 tons as compared with the previous year ; and a decreass of 167,714 tons as compared with 1896.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1910 inclusive.

Fiscal Year.	Aggregate number of Trips.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499

The total quantity of freight passed through the several divisions of the Canadian Canal system during the season of 1910 is as follows :

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Produce of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	688	154,737	516,333	611,994	1,042,538	2,326,290
St. Lawrence	9,514	564,328	497,007	759,052	930,851	2,760,752
Chambly	404	496,119	21,834	127,275	23,667	669,299
Ottawa	3,242	268,199	72,294	35,934	5,592	385,261
Rideau	2,124	40,026	76,299	13,547	2,885	134,881
St. Peters	2,599	10,124	7,889	48,468	16,871	85,951
Murray	149	3,471	162,506	7,400	4,415	177,941
Trent Valley	435	35,849	8,672	679	628	46,263
Sault Ste. Marie	1,368	100,613	862,526	32,597,423	2,833,757	36,395,687
St. Andrews	.....	7,952	177	.....	177	8,283

The total quantity of freight moved on the Welland Canal was 2,326,290 tons, of which 1,042,538 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 2,760,752 tons, of which 930,851 were agricultural products, and 497,007 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 385,261 tons ; of this quantity 564,328 tons were the produce of the forest.

COMPARATIVE Statement of the Commerce through the United States, St. Mary's Falls Canals and Canadian Sault Ste. Marie Canal, for the Seasons of 1909 and 1910.

	Traffic for 1910.		Total Traffic for		Increase	Decrease.
	U. States Canal.	Canadian Canal.	Season of 1910.	Season of 1909.	Amount.	Amount.
Vessels ... No.	12,927	7,972	20,899	19,134	1,765	......
Lockages ... "	8,459	6,110	14,569	13,571	998	......
Tonnage registered ... Net tons	26,506,986	23,361,198	49,868,184	46,779,137	3,089,047	......
" freight ... "	25,927,661	36,395,687	62,323,348	57,993,619	4,329,729	......
Passengers ... No.	33,536	33,291	66,827	60,546	6,281	......
Coal hard ... Net tons	1,109,533	601,208	1,710,741	1,422,671	288,070	......
" soft ... "	8,319,072	3,508,357	11,827,429	8,586,321	3,241,108	......
Flour ... Barrels	4,856,756	2,831,260	7,688,016	7,103,533	584,483	......
Wheat ... Bushels	17,505,949	68,396,300	85,902,249	112,839,716	......	25,937,467
Grain (excluding wheat) ... "	14,945,290	23,855,747	38,601,037	47,493,636	......	8,692,599
Manufactured & pig iron. Net tons	266,951	218,717	485,668	572,892	......	87,224
Salt ... Barrels	390,191	138,419	528,610	651,091	......	122,481
Copper ... Net tons	121,438	35,806	157,244	127,212	30,032	......
Iron ore ... "	13,075,362	28,440,952	41,516,314	40,023,414	1,492,900	......
Lumber, ft. ... B. M.	558,607,000	44,646,650	603,253,650	552,003,300	51,250,350	......
Silver ore ... Net tons	......	......	......	......	......	......
Building stone ... "	9,335	......	9,335	1,784	7,551	......
Unclassified freight ... "	747,886	740,554	1,488,440	1,131,586	356,854	......

The United States canal was open to navigation during the season of—

1889	234 days	1900	238 days
1890	228 "	1901	230 "
1891	225 "	1902	256 "
1892	233 "	1903	249 "
1893	219 "	1904	223 "
1894	234 "	1905	245 "
1895	231 "	1906	249 "
1896	232 "	1907	233 "
1897	234 "	1908	231 "
1898	241 "	1909	236 "
1899	231 "	1910	224 "

The Canadian canal was open to navigation during the season of—

1895	87 days	1903	256 days
1896	218 "	1904	241 "
1897	238 "	1905	255 "
1898	243 "	1906	253 "
1899	239 "	1907	238 "
1900	238 "	1908	235 "
1901	246 "	1909	240 "
1902	264 "	1910	248 "

The average number of vessels passing per day through the two canals for the season of 1910 was over eighty-eight.

A—Table showing the total tonnage of the undermentioned articles moved Up and Down

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180.169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,591	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088	....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101.075	24,509	....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182.269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126.664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	65.888	28,042
1892	17,046	232,019	192,548	6.433	37,173	9.392	32,815
1893	15,235	258,392	441,092	18,599	31.283	3.671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1.007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9.405	56,591
1897	9,065	324.743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197.732	204,004	2,907	24.037	923	18,460
1900	10,968	137,800	163,509	4,035	41,055	3,538	14.815
1901	18,978	151,586	67,756	7,119	28,485	2.961	14.024
1902	22,282	225.171	67.647	7.418	11.232	4.079	12.963
1903	25,998	259.031	210,758	14.656	7,911	4.904	13,994
1904	35,049	165,138	116.444	27,171	16,582	....	13,184
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906	18,294	326.798	211,805	31,446	49.306	1,784	10.739
1907	22,739	488,565	271,693	13,240	73,369	2.270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221
1910	41,152	587,493	229,980	21,575	136,233	....	18,149

* Fiscal. † Apples, meal of all kinds, pease, potatoes.

through the Welland Canal, during a period of forty years, ended December 31, 1910.

	Heavy Goods.						
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	....	243,690
591,409	....	3,072	159	977	203,608	....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	....	35,726	429	....	316,921	18,004	371,080
898,401	....	87,025	....	....	377,681	33,301	498,007
1,034,582	....	57,581	....	....	577,491	34,311	669,383

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal during a series of forty years, ended December 31, 1910.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other. Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	....	2,387	430,795
1880	12,467	240,601	162,891	....	477	....	1,418	417,853
1881	9,655	121,393	103,075	252	....	6	1,371	235,752
1882	12,205	205,876	54,797	537	....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	....	1,628	248,310
1886	19,418	146,151	218,897	....	4,891	....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,233	....	18,149	1,034,582

*Fiscal. †Apples, meal all kinds, pease, potatoes.

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of forty years, ended December 31, 1910.

YEARS.	VEGETABLE FOOD.								HEAVY GOODS.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	......	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	......	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101.329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8.230	229,053	125,627	......	5,948	......	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113.832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	......	1,905	525	403	162,405	......	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	......	341	128,361	......	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	......	464	......	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	......	30,611	16,122	1,551	296	......	......	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	......	34,320	30,031	924	......	......	10	65,285	1,313	5,570	......	83,858	6,464	97,205
1882	107	30,227	32,433	537	......	684	14	64,002	......	4,076	......	158,552	14.533	177,161
1883	2,041	54,382	66,128	735	731	......	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	......	9,874	......	8,170	114,422	698	599	......	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	......	1	118,203	......	1,594	......	198,416	15,029	215,039
1886	7,591	53,258	94,048	......	4,790	......	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	......	10,859	157,530	15	4,406	......	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177.288
1889	5,017	39,229	147,045	......	27,492	......	17,225	236,208	......	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	......	20,497	275,619	......	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	......	26,115	253,444	......	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	......	31,992	244,550	......	576	2	183,895	......	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	......	344	......	206,827	......	207,171
1894	17,795	53,846	105,329	28,095	27,621	......	60,462	198,358	......	297	......	188,521	......	188,818
1895	10,169	27,881	100,512	7,904	17,020	......	46,316	209,802	181	246	......	149,490	......	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	......	146	......	207,348	......	207,494
1897	7,237	28,919	169,057	14,173	14,969	......	41,887	276,242	965	15	......	165,143	......	166.123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	......	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	......	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	......	953	......	46,024	......	46,977
1901	17,165	23,557	55,531	7,119	26,344	......	14,016	143,732	83	80	105	46,702	......	46,970
1902	13,785	32,639	66,111	7,418	10,006	......	12,675	142,634	......	214	......	12,911	......	13,125

* Apples, meal all kinds, pease, potatoes.

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of forty years, ended December 31, 1910—*Concluded.*

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903	6,082	15,439	108,917	11,433	6,112	4,174	13,568	165,725	459	....	....	113,072	....	113,535
1904	8,556	14,269	60,964	16,621	16,497	....	13,079	129,986	....	....	....	63,882	....	63,882
1905	24.054	15,483	93,622	9,197	10,892	....	9,682	162,930	....	1	....	73,464	....	73,465
1906	15,215	13,410	135,240	9,266	11,323	....	10,678	195.132	....	169	....	33,523	..	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	....	30	....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,118	2,070	2	21.393	172,788	....	....	....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	....	....	22,683	161,266	....	5	....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	....	....	8,571	161,925	....	....	....	201,893	....	201,893

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* Apples, meal all kinds, pease, potatoes.

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne, during the season of Navigation in 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	191	100,242	129	75,777	201	212,027	78	36,962	599	425,008
1899.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		91,901		80,928		16,250		7,244		196,323
Corn		28,015		18,905		138,834		18,250		204,004
Barley						2,424				2,424
Oats		1,557				21,646				23,203
Pease										
Rye						923				923
Coal		435		6,736				3,398		10,569
Miscellaneous merchandise		25,203		18,651		49,522		1,567		94,943
Shingles, woodenware, &c.		485		916				100		1,501
Sawed lumber ... Ft. B.M.		2,077,748		772,739		14,855,338		19,949,079		37,654,904
Square timber ... Cub. ft.		322,138		585,780		20,802		328,806		1,257,526
Firewood ... Cords.				9						9
Staves ... No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		67,694		43,157		23,066		2,130		136,047
Corn		39,597		31,248		78,701		13,963		163,509
Barley						2,402		1,047		3,449
Oats						39,706		407		40,113
Pease		115				4				119
Rye		1,389				2,149				3,538
Coal		723		637		433		559		2,352
Miscellaneous merchandise		53,649		31,536		43,344		3,564		132,093
Shingles, woodenware, &c.		1,078								1,078
Sawed lumber ... Ft. B.M.		6,847,279		5,344,258		14,984,483		18,770,405		45,946,425
Square timber ... Cub. ft.		439,827		355,951		11,583		198,420		1,005,781
Firewood ... Cords.		126		255						381
Staves ... No.		1,000								1,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		57,641		58,973		31,955		1,241		149,810
Corn		7,350		4,689		55,717				67,756
Barley						7,119				7,119
Oats		944				27,197				28,141
Pease										
Rye		2,961								2,961
Coal		1,960		362		357				2,679
Miscellaneous merchandise		71,300		32,312		12,874		7,469		123,955
Shingles, woodenware, &c.		18								18
Sawed lumber ... Ft. B.M.		6,533,423		4,060,251		11,089,806		13,092,940		34,776,420
Square timber ... Cub. ft.		362,441		204,682		9,384		149,531		726,038
Firewood ... Cords.		165		264						429
Staves ... No.										

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		82,954		85,973		52,889				221,816
Corn		148		1,388		66,111				67,647
Barley						7,418				7.418
Oats		1,200		43		9,963				11,206
Pease										
Rye		3,808				271				4.079
Coal		3,977		25,732		13,497		8,332		51,538
Miscellaneous merchandise		33,111		8,723		38,351		1,594		81.779
Shingles, woodenware, &c.		47		28		4				79
Sawed lumber .....Ft. B.M.		13,218,960		3,256,187		25,437,287		19,540,426		61,452,860
Square timber.......Cub. ft.		370,718		557,689				115,000		1,043,407
Firewood ....Cords.		56		40						96
Staves..........No.				14,000						14,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		149,378		38,473		60,514		6,305		254,670
Corn		21,356		4,682		174,588		10,132		210,758
Barley		2,580		667		11,409				14,656
Oats		306		1,335		6,112				7,753
Pease		63				22				85
Rye						4,904				4,904
Coal		389		12,991		8,133		8,496		30,009
Miscellaneous merchandise		39,563		3,367		41,584		2,000		86,514
Shingles, woodenware, &c.				54						54
Sawed lumber.... Ft. B.M.		12,841,552		1,625,855		17,871,652		14,733,677		47,072,736
Square timber.......Cub. ft.		572,000		660,000				84,200		1,316,200
Firewood .... Cords.				210		9				219
Staves .... No.				641,000						641,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.		Tons.		Tons.		Tons.		Tons.		Tons.
		116,794		33,302		14.269				164,365
Wheat		12,768		7,814		95,862				116,444
Corn		2,619		824		23,728				27,171
Barley						16,261				16.261
Oats						3				3
Pease										
Rye		1,925		7,187		17,133		7,668		33,913
Coal		34,907				1,925				36,832
Miscellaneous merchandise		29,567				60,548				90,115
Shingles, woodenware, &c.										
Sawed lumber .....Ft. B.M.		15,077,382		854,811		32,751,541		9,572,655		58,259,389
Square timber.......Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood ....Cords.						717				717
Staves.............No.		634,000								634,000

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111				55,432
Oats		8,225		2,570		21,535		3,742		36,072
Pease						76				76
Rye						1,711				1,711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023						22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, &c				2,748,941		2,325				2,325
Sawed lumber .... Ft. B.M.		2,867,147				38,290,831		12,479,698		54,589,200
Square timber .... Cub. ft.		355,000		951,524						538,000
Firewood .... Cords.				183,000		900				900
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		250,493		34,355		35,578				320,436
Corn		8,177				202,250		1,378		49,306
Barley		8,546		5,046		17,854				31,446
Oats		21,900		16,083		11,323				49,306
Pease						11				11
Rye				5		1,406				1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862								5,862
Merchandise		35,383		7,009		110,263		50		152,705
Shingles, woodenware, &c		16		37		851				904
Sawed lumber ..... Ft. B.M.		3,471,514		235,624		25,711,196		10,769,755		40,188,089
Square timber .... Cub. ft.		375,000		200,000						575,000
Firewood .... Cords.		110		18		1,093				1,221
Staves .... No.						300,000				300,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1,007	806,116
1907.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Pease						25				25
Rye						2,270				2,270
Coal		31,506		57,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, &c.						2,222				2,222
Sawed lumber ..... Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber ..... Cub. ft.		558,090		323,000						881,090
Firewood .... Cords.						660				660

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland Canal in Canadian and United States Vessels, &c.—*Concluded.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.		Tons.		Tons.		Ton.		Tons.		Tons.
Wheat		505,151		39,001		183,101		3,498		730,751
Corn		2,405		...		124,997		...		127,402
Barley		19,775		1,133		10,264		...		31,172
Oats		30,091		643		2,689		...		33,423
Pease		...		...		40		...		40
Rye		742		...		5,925		...		6,667
Coal		39,733		42,656		57,448		8,344		148,181
Merchandise		26,815		14,783		14,410		13,686		69,694
Firewood ....Cords.		...		70		1,173		...		1,243
Sawed lumber..... Ft. B.M.		...		...		17,572,070		6,578,545		24,150,615
Square timber......Cub. ft.		221,300		313,000		...		...		534,300
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		415,208		34,903		133,172		...		583,283
Corn		6,694		...		134,208		...		140,902
Barley		17,943		360		4,848		...		23,151
Oats		70,392		4,743		...		...		75,135
Pease		...		...		63		...		63
Rye		33		...		...		...		33
Coal		160,475		53,681		21,097		630		235,883
Merchandise		52,994		14,782		12,232		16,498		96,506
Sawed lumber		...		...		31,643		10,214		41,857
Square timber		3,450		7,840		125		1,475		12,890
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1,001	987,646
1910.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		481,624		22,200		77,040		...		580,864
Corn		15,759		...		214,221		...		229,950
Barley		17,159		576		3,840		...		21,575
Oats		135,743		...		490		...		136,233
Pease		...		...		123		...		123
Rye		...		...		...		...		...
Coal		216,779		114,671		29,646		894		361,990
Merchandise		39,149		15,231		21,818		20.466		96,664
Sawed lumber		3,630		800		16,932		...		21,362
Square timber		1,930		5,000		800		...		7,730
Shingles		...		...		525		...		525
Uneumnerated		74,434		1,772		24,031		...		100,237
Total		986,207		160,250		389,466		21,360		1,557,283

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WEST BOUND FREIGHT.

THE total quantity of Through Freight passed Up the Welland Canal in Canadian and United States Vessels during the Season of Navigation in 1910 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	352,468	
" sail	4,551	
Total quantity in Canadian vessels		357,019
In United States steam vessels	356,183	
" sail vessels	11,034	
Total in United States vessels		367,217
Grand total freight passed Up the Welland Canal in Canadian and United States vessels		724,236

STATEMENT of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1910.

Summary.	Tons.	Tons.
In Canadian steam vessels up	352,468	
" " down	986,207	
Total in Canadian steam vessels		1,338,675
In Canadian sail vessels up	4,551	
" " down	160,250	
Total in Canadian sail vessels		164,801
Total quantity in Canadian vessels		1,503,476
In United States steam vessels up	356,183	
" " down	389,466	
Total in United States steam vessels		745,649
In United States sail vessels up	11,034	
" " down	21,360	
Total in United States sail vessels		32,394
Total quantity in United States vessels		778,043
Total in Canadian and United States vessels		2,281,519
	Down on East Bound.	Up or West Bound.
In Canadian vessels	1,146,457	357,019
In United States vessels	410,826	367,217
Total	1,557,283	724,236

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1898 to 1910.

Articles.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime							35					5,652	484
Clay, lime and sand	52	15	15					22					
Iron, railway					50		8,170	10					
" pig			508										
" all other	6,217	5,063	4,292	1,178	5,785	2,542	1,651	384	269	124	553	12,689	7,154
Steel	1,351	3,000	5,420				16	48					
Stone, for cutting													
Apples							1			9,936			
Barley	3,960	596	1,288			2,206	9,697	43,607	21,196	105,984	24,318	19,143	20,000
Corn	310,498	150,999	109,359	14,319	1,719	123,864	55,021	84,204	55,559		10,454	17,137	77,612
Flaxseed	5,687			4,965		3,643	212	15,694	80,570	49,159	27,500	19,634	6,607
Flour	653	4,229	1,595	1,400	6,755	16,151	24,662	14,571	9,174	3,730	5,028	21,905	27,081
Meal, all kinds				35		348	57	270	60		156		10,323
Oats	3,975	10,250	8,925	1,584	1,442	2,438		21,404	37,164	66,941	28,081	65,624	129,900
Oil cake				1,083		462	7,846	9,229					
Pease	260		115			63						30	
Rye	15,488	923	3,078	2,961	4,079	4,260		1,711	1,405	2,266	6,662	120	
Salt	144	183		50		132	615	168	75	143	419		
Seed, all kinds		200								20			
Hay, pressed		96		246									
Tobacco, raw				23									
Wheat	184,154	169,978	121,896	132,702	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149
All other agricultural products, vegetables	56	32										5,876	
Hides, skins, horns and hoofs							10		2				
Horses	4	1											
Lard and lard oil				1,155				2,847	4,810				
Meats, all kinds				114									
Pork				34							524		
Tallow						3		53					
All other agricultural products, animal							1					366	
Total, class 3	532,499	345,565	256,491	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951	841,310

Class 4.													
Agricultural implements		3		1,785	13	58	17						
Ashes	73	55	25	3		2	16						
Bricks											1,543		
Crockery								93					
Furniture			1	5		3	6		6				2
Glass, all kinds	75	16	6	1		15	3	21	11	4			
Molasses	56	159			54	240		820					
Nails		1				19		64			3		
Oil	1,141	7,143	15,647	14,987	12,091	14,619	12,848	20,700	19,995	22,111	30,002	31,149	26,932
Paint				17		5							
Pitch and tar								53		101			
Rags						4							
Rosin						20							
Soda ash				4				59	72	15			
Sugar				112				2,019				173	345
Tin							87	53					
Tobacco		96						204					
White lead			16										
Whisky, beer and other spirits	4	74	11	32		2	766	635	614	1,224	1,056	525	959
Merchandise not enumerated	866	518	92	2,420	419	582	713	851	466	2,294	2,126	10,418	9,224
Total, class 4	2,215	7,969	15,798	19,366	12,577	15,569	14,456	25,572	21,164	25,749	34,730	42,265	37,462
Class 5.													
Barrels, empty		1	182	66	15								
Hoops													
Sawed lumber	3,065	924	15,760	2,635	1,085			3,957	100				
Staves, pipe and barrel							394		2,400				
" West India and pipe													
Timber, square, in vessels							1,544	1,260	1,500	4,180			
" in rafts	329	26										900	1,800
Woodenware					17								
Total, class 5	3,394	951	15,942	3,205	1,117		1,938	5,217	4,000	4,180		900	1,800
Special Class.													
Coal								29,351	29,172	70,489	42,075	175,115	289,567
Iron ore					15,976		17,362	3,837				1,824	
Stone, all kinds											1,272		
Total, special class					15,976		17,362	33,188	29,172	70,489	43,367	176,939	289,567
Grand total	538,108	354,485	28,231	184,420	250,475	398,427	275,278	448,704	554,231	789,167	869,398	939,055	1,170,139

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909 and 1910.

Articles.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
Bricks	70	24	49	196	22	80	115	132		556		
Brimstone				5	20	23	12					
Cement and water lime	996	997	1,931	2,916	178	3,924	39	181	88	13	400	17,565
Clay, lime and sand	144	8	4	2	1	181				100		
Cotton, raw						23						
Fish	9	10	8	8		8	4			39		
Gypsum		4										
Iron, railway			74	748	11,735	39,641	283	126	7,289	4,119		
" pig			3		558	273		312	680	7,655	7,231	2,060
" all other	699	1,318	1,428	4,950	2,904	5,845	3,782	3.633	8,235	6,987		540
Salt	35		48	75	4	87	99	150	17			
Steel	19	18		3	11	332	58	192	111	2,561	35,153	
Stone for cutting							41					
Flour				16				18				
Hay										30	255	
Meals						17	25					1,113
Oats												
Potatoes												
Seeds, all kinds	56	121	218	302	58	325	164	35	17			
Tobacco, raw					1	2						
Agricultural products, not enumerated, vegetable				1	1			127				
Hides and skins					16	6						
Horses	1											
Lard and lard oil	2				11			28	20	1		
Meats other than pork						1	25			15		
Pork			1									
Wool												
All other articles not enumerated												
Total, class 3	2,031	2,500	3,764	9,222	15,520	50,768	4,647	4,931	16,457	22,076	43,039	21,278

Class 4.												
Agricultural implements									5			
Ashes, pot and pearl						2						
Crockery and earthenware	33	3	5			32	291	155	294	456		
Dye woods, &c.							2			2		
Furniture			1			1	5	2	1	35		90
Glass, all kinds	150	299	456	612	1,384	1,207	1,671	1,641	2,519	3,534		
Manilla							34	93	37	15		
Marble									35			
Molasses				1		6		1		50		
Nails	229	518	30	675	1,292	2,878	2,009	3,061	4,011	3,331		
Oil, in barrels	15	21	74	83	14	16	1,418	120	148	155	1	80
Paint	35	2	12	69	97	158	202	367	412	295		
Pitch and tar	37	6	21	27	27	58	199	5	239			
Rags		14			1	29		15		50		
Resin		15				1				25		
Soda ash	88	108	63	169	201	264	387	28	310	37		
Stone, wrought	31									5		
Sugar	566	1,596	430	810	1,314	204	52	1,168	1,153	6,046	40	3,024
Tin	237	159	117	338	506	209	362	928	1,365	1,173		
Turpentine				1	2	1				1		
White lead		1	4	11	37	80	82	80	304	283		
Whiting	93	89	39	49	61	22	33	158	93	18		
Whisky, beer, &c.	98	178	295	131	182	452	432	384	483	1,040	220	1,187
Merchandise not enumerated	793	482	744	1,516	1,049	3,674	6,200	15,360	11,707	16,498	21,359	15,129
Total, class 4	2,405	3,491	2,447	4,492	6,169	9,294	13,379	23,566	23,116	33,049	21,620	19,510
Class 5.												
Barrels, empty									54,906			
Firewood in vessels					3,600	40,026	40,425	43,982	2,307	2,337		
Pulpwood										101,989	122,867	121,572
Lumber, sawn, in vessels											3,984	
Railway ties in vessels						611						
Woodenware									5			
Total, class 5					3,600	40,637	40,425	43,982	57,218	104,326	126,851	121,572
Special Class.												
Coal							10,200					
Iron ore							2,861					
Total, special class							13,061					
Grand total	4,436	5,991	6,211	13,714	25,289	100,699	71,512	72,482	96,791	159,451	191,510	172,360

H.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation from 1898 to 1910 inclusive.

Articles.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks													
Cement and water lime	300		18										2,000
Fish										20			
Iron, railway	770												
" all other	324	1,008	714		30			1	27	30			
Salt		549		105									
Steel	2,951	13,522	3,110						2	509	9,086		
Stone for cutting													
Apples													
Barley	6,909	2,424	2,402	7,119	7,418	11,433	16,621	9,197	9,266	2,812	7,148	4,224	3,840
Corn	150,667	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240	124,474	99,830	100,967	126,938
Flour	4,212	6,118	7,966	17,168	13,785	6,082	8,556	24,054	15,215	18,898	17,694		11,859
Hay, pressed								200					
Meal, all kinds	22,626	18,198	14,244	14,016	12,675	13,546	13,076	9,606	10,668	21,976	21,353		8,621
Marble								87					
Nails								1					
Oil cake			2,705	1,302	110	740	16,497	228		114			
Oats	12,729	19,526	39,706	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070		
Pease	45		4			22		76	11	25	40	63	123
Potatoes													
Rye	1,197	923	2,149			4,174				2	2		
Flax seed		200				1,594			756			15,452	
Seeds, all kinds	44	11			10	27		43	3	17			
Tobacco				23									
Wheat	11,268	12,926	18,771	23,557	32,639	15,436	14,269	15,483	13,410	21,892	24,651	17,940	10,717
Agricultural products, vegetable			6	10		1			1	7		22,620	
Hides and skins, &c											21	315	233
Horses	2		4			2							
Lard and lard oil, &c	3,671	864	1,588	1,680	2,413				22	86			
Meats, other than pork													
Pork	1,271	343	117	970	632	152	379	273	268	429			
Sheep											190		
Tallow	359	201	631	119									
Wool	89	130		3	752	482	134	21	89	30		157	233
Total, class 3	219,434	158,720	154,680	147,947	146.581	168,720	130,499	163,784	196,301	196,062	182,085	161,738	164,564

Class 4.													
Agricultural implements					399		396	552	494		2	254	
Crockery and earthenware										5			
Furniture	2	7		3	17				1				
Marble				4									
Molasses		8	57										
Nails		11								3			
Oil, in barrel	119	367	17	22	1,594	2,000	1			8	15		8
Paint	3	2	36				17	42	1	1	1		
Rags		1				4		4					
Soda ash													
Stone, wrought													
Sugar			154	448	280		53	53	840	26,075		1,196	34,723
White lead								7		4			
Whiting										21			
Whisky, beer and all other spirits	34	168	1	1		3				30			122
Merchandise	3,828	6,219	7,889	3,327	1,928	2,010	1,554	2,008	2,324	41,621	1,857	5,866	67,760
Total, class 4	3,986	6,783	8,164	3,805	4,218	4,017	2,021	2,666	3,660	67,768	1,875	7,316	102,613
Class 5.													
Empty barrels			5	282				3	2	1			
Firewood, in vessels					4		717	2,700	3,609	1,980	3,509		1,531
Lumber, sawn, in vessels	52,844	57,695	55,128	38,085	72,806	48,337	30,194	15,726	27,701	14,314	21,571	24,327	11.738
Masts and spars, in vessels													
Hop poles							154						
Railway ties, in vessels							652	2,248		2,151	478		
Shingles								62	53	70			
Split posts								12					25
Staves, salt barrels									1,500				
Timber, square, in vessels												125	
Woodenware, &c												2,932	1,583
Total, class 5	52,844	57,695	55.133	38,367	72,810	48,337	31,717	20,751	32,865	18,516	25,558	27.384	14,877
Special class.													
Coal	759	2,293	992	357	501		1,100	3,346	4,400	110,347		400	201,893
Stone, not suitable for cutting													
Kryolite										2,734			
Iron ore										1,316			1,552
Total, special class	759	2,293	992	257	501		1,100	3,346	4,400	114,397		400	203.445
Grand total	277,023	225,491	218,969	190.476	224,110	221.074	165,337	190,547	237,226	396,743	209,518	196,838	485,499

L—Statement of the quantity of Grain Transhipped to the following Ports for the season of 1910.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other Grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston	9,481,700	3,848,235	438,250	375,428	1,360	14,144,973	371,699
Prescott	85,527	32,016	....	62,711	....	180,254	5,010
Ogdensburg	....	....	....	15,000	....	15,000	420
Total Bushels	9,567,227	3,880,251	438,250	453,139	1,360	14,340,227	....
Total Tons	287,017	66,558	10,768	12,738	48	....	377,129

M—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1910 inclusive, as follows :—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	....	....	193,442	4,974	10,321	31,350	240,087
1886	....	....	184,564	5,400	22,187	49,724	261,875
1887	....	....	81,617	1,163	26,775	25,968	135,523
1888	....	....	172,381	878	17,365	27,183	217,807
1889	....	....	226,352	1,124	12,036	25,931	265,443
1890	80	....	116,616	615	17,280	22,781	202,372
1891	....	....	185,190	1,382	17,374	20,698	224,644
1892	....	....	183,244	651	12,391	15,330	211,616
1893	....	....	204,704	2,123	8,325	17,944	233,096
1894	....	....	187,794	727	1,269	13,947	203,737
1895	4	....	148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,445
1897	....	4	165,143	....	1,277	9,799	176,223
1898	....	....	156,055	759	986	4,536	162,336
1899	....	....	86,638	2,293	525	8,276	97,732
1900	8	....	45,032	992	....	1,360	47,392
1901	....	....	46,345	357	456	2,322	49,480
1902	....	....	12,410	501	65	51,037	64,013
1903	3	....	113,076	....	4,796	30,009	147,884
1904	2,919	....	62,782	1,100	3,711	32,813	103,325
1905	....	....	70,118	3,346	11,436	37,742	172,642
1906	60	....	29,123	4,400	7,161	106,843	147,587
1907	2,857	....	110,347	....	10,453	143,555	267,212
1908	4,401	....	158,351	....	5,988	148,181	316,921
1909	....	....	130,731	400	11,067	235,483	377,681
1910	2,045	....	197,482	4,411	15,974	357,579	577,491

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canals during the seasons of 1885 to 1910, inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895	....	165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277

O.—STATEMENT showing the quantity of Through Freight passed down the Welland Canal, &c.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1899.	Tons.	Tons.	Tons.
Barley	568	...	1,828
Corn	150,999	16,594	43,854
Oats	10,250	1	13,139
Pease	...	...	...
Rye	923	...	...
Wheat	169,978	24,602	9,190
Total grain	‡ 332,736	40,197	68,011
Other articles	21,739	68,671	104,721
Total	354,485	108,958	172,732
1900.			
Barley	1,288	563	1,598
Corn	109,358	9,844	44,406
Oats	8,925	348	30,840
Pease	115	...	4
Rye	3,078	160	300
Wheat	121,896	6,610	7,541
Total grain	**244,661	17,525	84,589
Other articles	43,670	95,680	93,287
Total	288,231	113,205	177,876
1901.			
Barley	...	...	...
Corn	14,319	4,828	49,609
Oats	1,584	853	25,704
Pease	...	...	...
Rye	2,961	...	...
Wheat	132,702	8,051	9,057
Total grain	†151,566	13,732	83,370
Other articles	32,854	128,614	91,799
Total	184,420	142,346	175,169
1902.			
Barley	...	...	7,418
Corn	1,719	10,335	55,583
Oats	1,412	...	9,764
Pease	...	...	...
Rye	4,079	...	...
Wheat	200,075	12,452	8,389
Total grain	‡208,215	22,787	81,165
Other articles	42,260	32,946	179,914
Total	250,475	55,733	261,078

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1903.	Tons.	Tons.	Tons.
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438		5,315
Pease	63		22
Rye	4,200		644
Wheat	226,746	14,199	13,725
Total grain	§351,936	29,062	111,828
Other articles	38,850	82,298	101,621
Total	390,786	111,360	213,449
1904.			
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Pease			3
Rye			
Wheat	*133,528	18,908	11,929
Total grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998
1905.			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	16,892
Pease			76
Rye	1,711		
Wheat	190,505	32,562	15,483
Total grain	**341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906.			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Pease		11	
Rye	1,405	6	
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland Canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1907.	Tons.	Tons.	Tons.
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Pease	....	....	25
Rye	2,266	2	2
Wheat	*450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422
1908.			
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3.272	2,070
Pease	....	....	40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,142	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047
1909.			
Barley	19,143	....	4,908
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Pease	30	....	33
Rye	33	....	....
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810
1910.			
Barley	20,000	....	1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	....
Pease	....	....	123
Rye	....	....	....
Wheat	562.149	7,998	10,717
Total grain	789,661	63,657	115,457
Other articles	380,500	152.325	55.683
Total	1,170,161	215,982	171.140

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation, 1909 and 1910.

Canals.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1909.													
Sault Ste. Marie	641,601	1,567,940	46,041	512,293	1,736,801	22,188,388	1,000,300	167,881	3,424,743	24,436,502	27,861,245	3,366,495	24,494,750
Welland	217,737	618,718	164,304	16,469	248,581	196,838	11,467	551,837	642,089	1,383,862	2,025,951	1,050,241	975,710
St. Lawrence	533,568	932,104	242,954	36,547	140	....	3,759	661,557	780,421	1,630,208	2,410,629	1,710,797	699,832
Chambly	5,480	11,475	606,466	....	....	....	....	128,696	611,946	140,171	752,117	623,421	128,696
St. Peter's	27,169	52,052	....	....	....	....	629	....	27,798	52,052	79,850	79,150	700
Murray	72,034	7,244	406	....	....	....	672	21,935	73,112	29,179	102,291	79,254	23,037
Ottawa	49,131	240,150	150	42,333	....	....	5,175	....	54,456	282,483	336,939	331,104	5,835
Rideau	44,120	33,033	394	252	....	....	1,827	12,148	46,341	45,433	91,774	77,643	14,131
Trent	17,819	42,133	....	....	....	....	....	....	17,819	42,133	59,952	59,952	....
Grand total	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,678,725	28,042,023	33,720,748	7,378,057	26,342,691
1910.													
Sault St. Marie	779,961	1,567,285	28,648	565,335	3,035,290	29,332,862	969,248	117,058	4,813,147	31,582,510	36,395,687	3,378,268	33,017,419
Welland	265,790	742,908	154,617	6,983	288,198	197,301	16,229	654,264	724,834	1,601,456	2,326,290	1,196,946	1,129,344
St. Lawrence	556,833	1,123,520	286,075	22,235	334	....	777	770,978	844,019	1,916,733	2,760,752	1,973,441	787,311
Chambly	383,148	12,307	130,245	....	....	....	....	143,599	513,393	155,906	669,299	525,700	143,599
St. Peter's	33,482	52,240	....	....	....	....	229	....	33,711	52,240	85,951	85,722	229
Murray	161,737	8,546	555	....	....	....	....	7,103	162,292	15,649	177,941	170,680	7,261
Ottawa	49,923	266,519	....	61,013	....	....	7,806	....	57,729	327,532	385,261	377,268	7,993
Rideau	58,049	57,218	4	5,870	....	....	1,460	12,280	59,513	75,368	134,881	121,048	13,838
Trent	15,665	30,598	....	....	....	....	....	....	15,665	30,598	46,263	46,263	....
St. Andrew's	8,152	131	....	....	....	....	....	....	8,152	131	8,283	8,283	....
Grand total	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608	7,883,614	35,106,994

TABLE 2.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1910.

Vessels.	Total Number of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault Ste. Marie	2,744	1,192,124	1,209,938	100,620	120,788	76,096	89,461	270,561	113,906	1,639,401	1,534,093	3,173,494
Welland	1,852	528,479	476,520	175,546		18,839	157	15,633	246,325	738,497	723,002	1,461,499
St. Lawrence	8,834	1,452,888	1,195,749	10,104	260	216		1,361	249.817	1,464,569	1,445,826	2,910,395
Chambly	619	39,336	39,210	12,081					7,170	51,417	46,380	97,797
Ottawa	2,189	203,069	206,805		1,033					203,069	207,838	410,907
Rideau	2,749	83,284	81,867	4,351	605				6,340	87,635	88,812	176,447
St. Peter's	1,466	53,893	52,349							53,893	52,349	106,242
Trent Valley	3,442	85,400	86,685							85,400	86,685	172,085
Murray	1,240	230,714	132,879	10,954	2				3,488	241,668	136,369	378,037
St. Andrew's	202	22,426	22,461							22,426	22,461	44,887
Total Canadian	25,337	3,891,613	3,504,463	313,656	122,688	95,151	89,618	287,555	627,046	4.587,975	4,343,815	8,931,790
UNITED STATES VESSELS.												
Sault Ste. Marie	5,228	74,922	17,785	26,865	270,188	5,220,109	14,268,834	266,890	42,111	5,588,786	14,598,918	20,187,704
Welland	1,392	41,235	27,148	165.640	8,041	12,059	977	12,317	214,727	231,251	250,893	482,144
St. Lawrence	692	89	1,319	57,999	2,430	277,249	218,745	927	128,260	336,264	350,754	687,018
Chambly	3,600		1,206	177,848					190,395	177,848	191,601	369,449
Ottawa	412	771	1,120		22,203			17,568	301	18,339	23,624	41,963
Rideau	66	1,715	1,031		2,313			1,736		3,451	3,344	6,795
St. Peter's	4	134	522		155					134	677	811
Trent Valley												
Murray	68	356	367	350			9	24	307	730	683	1,413
St. Andrew's												
Total United States	11,462	119,222	50,498	428,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297
Grand total Canadian and U.S.	36,799	4,010,835	3,554,961	742,358	428,018	5,604,568	14,578,183	587,017	1,203,147	10,944,778	19,764,309	30,709,087

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

Vessels.	Total Number of trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
SAULT STE. MARIE CANAL.					
Canadian vessels, steam	2,652	1,175,362	1,195,110	96,171	120,788
" " sail	92	16.762	14,828	4.449	....
Total Canadian	2,744	1,192,124	1,209,938	100,620	120,788
United States vessels, steam	5,103	67,950	17,507	26,845	264,640
" " sail	125	6.972	278	20	5,548
Total United States	5,228	74,922	17,785	26,865	270,188
Grand total of Sault Ste. Marie Canal	7,972	1,267,046	1,227,723	127,485	390,976
WELLAND CANAL.					
Canadian vessels, steam	1,316	482,482	433,387	112,091	....
" " sail	536	45,997	43.133	63,455	....
Total Canadian	1,852	528,479	476,520	175,546	....
United States vessels, steam	646	89	1.319	39,523	2,430
" " sail	46	....	....	18.476	....
Total United States	692	89	1,319	57,999	2,430
Grand total, Welland Canal	2,544	528,568	477,839	233,545	2,430
ST. LAWRENCE CANALS.					
Canadian vessels, steam	4,251	831.546	632,368	5.362	98
" " sail	4,583	621,342	563,381	4.742	162
Total Canadian	8,834	1,452,888	1,195,749	10.104	260
United States vessels, steam	772	18,898	8,018	135,316	253
" " sail	620	22,337	19,130	30,324	7,788
Total United States	1,392	41,235	27,148	165,640	8,041
Grand total, St. Lawrence Canals	10.226	1.494,123	1,222.897	175,744	8,301
CHAMBLY CANAL.					
Canadian vessels, steam	299	34,053	34,105	....	....
" " sail	320	5,283	5,105	12,081	....
Total Canadian	619	39,336	39,210	12,081	....
United States vessels, steam	....	....	....	....	....
" " sail	3,600	....	1,206	177.848	....
Total United States	3,600	....	1,206	177,848	....
Grand total, Chambly Canal	4,219	39,336	40,416	190,929	....
OTTAWA CANALS.					
Canadian vessels, steam	972	97,812	102.043	....	569
" " sail	1,217	105,257	104,762	....	464
Total Canadian	2,189	203,069	206,805	....	1,033

passed through the several Canals during the season of Navigation in 1910.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
71,207	85,961	267,299	106,388	1,610,039	1,508,247	3,118,286
4,889	3,500	3,262	7,518	29,362	25,846	55,208
76,096	89,461	270,561	113,906	1,639,401	1,534,093	3,173,494
5,135,154	14,162,381	262,794	42,111	5,492,743	14,486,639	14,979,382
84,955	106,453	4,096	....	96,043	112,279	208,322
5,220,109	14,268,834	266,890	42,111	5,588,786	14,598,918	20,187,704
5,296,205	14,358,295	537,451	156,017	7,228,187	16.133,011	23.361,198
18,471	157	13,031	179,130	626,075	612,674	1,238,749
368	....	2,602	67,195	112,422	110,328	222,750
18,839	157	15,633	246,325	738,497	723,002	1,461,499
276,680	218,745	927	111,629	317,219	334,123	651,342
569	....	....	16,631	19,045	16,631	35,676
277,249	218,745	927	128,260	336,264	350,754	687,018
296,088	218,902	16,560	374,585	1,074,761	1,073,756	2,148,517
216	....	145	192,780	837,269	825,246	1,662,515
....	....	1,216	57,037	627,300	620,580	1,247,880
216	....	1,361	249.817	1,464,569	1,445,826	2,910,395
11,263	977	6,554	177,304	172,031	186,552	358,583
796	....	5,763	37,423	59,220	64,341	123,561
12,059	977	12,317	214,727	231,251	250,893	482,144
12,275	977	13,678	464,544	1,695,820	1,696,719	3,392,539
....	....	....	....	34,053	34,105	68,158
....	....	....	7,170	17,364	12,275	29,639
....	....	....	7,170	51,417	46,380	97,797
....	....	....	....	....	....	....
....	....	....	190,395	177,848	191,601	369,449
....	....	....	190,395	177,848	191,601	369,449
....	....	....	197,565	229,265	237,981	467,246
....	....	....	....	97,812	102,612	200,424
....	....	....	....	105,257	105,226	210,483
....	....	....	....	203.069	207,838	410,907

Table 3.—STATEMENT Showing the Number, Tonnage and Nationality of Vessels

Vessels.	Total Number of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
CHAMBLY CANAL.					
United States vessels, steam	6	180	240	......	280
" " sail	406	591	880	......	21,923
Total United States	412	771	1,120	......	22,203
Grand total, Ottawa Canals	2,601	203,840	207,925	......	23,236
RIDEAU CANAL.					
Canadian vessels, steam	2,105	57,602	56,987	4,351	......
" " sail	644	25,682	24,880	......	605
Total Canadian	2.749	83,284	81,867	4,351	605
United States vessels, steam	2	9	9	......	......
" " sail	64	1,706	1,022	......	2,313
Total United States	66	1,715	1,031	......	2,313
Grand total, Rideau Canal	2,815	84,999	82.898	4,351	2,918
ST. PETER'S CANAL.					
Canadian vessels, steam	310	17,414	15,570	......	......
" " sail	1,156	36.479	36,779	......	......
Total Canadian	1,466	53,893	52,349	......	......
United States vessels, steam	2	134	37	......	......
" " sail	2	......	485	......	155
Total United States	4	134	522	......	155
Grand total, St. Peter's Canal	1.470	54,027	52,871	......	155
TRENT VALLEY CANALS.					
Canadian vessels, steam	2,794	68,746	68,336	......	......
" " sail	648	16,654	18,349	......	......
Total Canadian	3,442	85,400	86,685	......	......
United States vessels, steam	......	......	......	......	......
" " sail	......	......	......	......	......
Total United States	......	......	......	......	......
Grand total, Trent Valley Canals	3,442	85.400	86,685	......	......
MURRAY CANAL.					
Canadian vessels, steam	845	194,763	101,957	3,085	......
" " sail	395	35,951	30,922	7,869	2
Total Canadian	1,240	230,714	132,879	10,954	2
United States vessels, steam	47	87	329	243	......
" " sail	21	269	38	107	......
Total United States	68	356	367	350	......
Grand total. Murray Canal	1.308	231,070	133,246	11,304	2

passed through the several Canals during the Season of Navigation in 1910—*Continued.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons
Up.	Down.	Up.	Down.	Up.	Down.	
....	....	....	....	180	520	700
....	....	17,568	301	18,159	23,104	41,263
....	....	17,568	301	18,339	23,624	41,963
....	....	17,568	301	221,408	231,462	452,820
....	....	....	6,122	61,953	63,109	125,062
....	....	....	218	25,682	25,703	51,385
....	....	....	6,340	87,635	88,812	176,447
....	....	....	....	9	9	18
....	....	1,736	....	3,442	3,335	6,777
....	....	1,736	....	3,451	3,344	6,795
....	....	1,736	6,340	91,086	92,156	183,242
....	....	....	....	17,414	15,570	32,984
....	....	....	....	36,479	36,779	73,258
....	....	....	....	53,893	52,349	106,242
....	....	....	....	134	37	171
....	....	....	....	....	640	640
....	....	....	....	134	677	811
....	....	....	....	54,027	53,026	107,053
....	....	....	....	68,746	68,336	137,082
....	....	....	....	16,654	18,349	35,003
....	....	....	....	85,400	86,685	172,085
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	85,400	86,685	172,085
....	....	....	1,083	197,848	103,040	300,888
....	....	....	2,405	43,820	33,329	77,149
....	....	....	3,488	241,668	136,369	378,037
....	9	24	254	354	592	946
....	....	....	53	376	91	467
....	9	24	307	730	683	1,413
....	9	24	3,795	242,398	137,052	379,450

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

Vessels.	Total Number of Trips.	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
ST. ANDREW'S CANAL.					
Canadian vessels, steam	180	21,489	21,425	....	....
" " sail	22	937	1,036	....	....
Total Canadian	202	22,426	22,461	....	....
United States vessels, steam	....	....	....	....	....
" " sail	....	....	....	....	....
Total United States	....	....	....	....	....
Grand total, St. Andrew's Canal	202	22,426	22,461	....	....

passed through the several Canals during the season of Navigation in 1910—*Concluded.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up	Down.	
...	...	...	...	21,489	21,425	42,914
...	...	...	...	937	1,036	1,973
...	...	...	...	22,426	22,461	44,887
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	22,426	22,461	44,887

TABLE 4.—COMPARATIVE STATEMENT of all the Canals for the Years ended December 31, 1909 and 1910.

Articles.	1909.	1910.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	6,150,224	6,927,062	776,838	....
" sail	1,661,354	2,004,728	343,374	....
United States vessels, steam	15,726,035	20,991,142	5,265,107	....
" sail	733,287	786,155	52,868	....
Total, class No. 1	24,270,900	30,709,087	6,438,187	....
Class No. 2.	No.	No.	No.	No.
Passengers	272,222	320,574	48,352	....
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	176,577	161,016	....	15,561
Buckwheat	6,789	1,048	....	5,741
Corn	180,203	336,592	156,389	....
Oats	432,769	565,430	132,661	....
Rye	7,688	4,272	....	3,416
Flax	206,750	85,654	....	121,096
Peas	326	340	14	....
Wheat	3,397,567	3,222,862	....	174,705
Flour	324,044	363,187	39,143	....
Hay	36,503	42,846	6,343	....
Other mill products	57,288	55,003	....	2,285
Fruit and vegetables	15,036	16,026	990	....
Potatoes	9,457	7,082	....	2,375
Live stock	1,635	2,250	615	....
Poultry, game, fish	3,064	2,815	....	249
Dressed meats	573	148	....	425
Other packing house products	3,201	1,205	....	1,996
Hides and leather	594	1,261	667	....
Wool	287	675	388	....
All other animal products	14,947	12,169	....	2,778
Total, class No. 3	4,875,298	4,881,881	337,210	330,627
Class No. 4.				
Agricultural implements	18,836	28,358	9,522	....
Cement, bricks, lime	489,745	728,453	238,708	....
Household goods and furniture	2,517	3,797	1,280	....
Iron, pig and bloom	98,667	115,997	17,330	....
" and steel, all other	309,188	252,061	....	57,127
Petroleum and other oils	99,980	106,191	6,211	....
Sugar and salt	104,474	101,003	....	3,471
Wines, liquors and beers	18,314	28,316	10,002	....
Merchandise not enumerated	723,680	861,361	137,681	....
Total, class No. 4	1,865,401	2,225,537	420,734	60,598

TABLE 4.—COMPARATIVE STATEMENT of all the Canals for the Years ended December 31, 1909 and 1910—*Concluded.*

Articles.	1909.	1910.	Increase.	Decrease.
Class No. 5.	Tons.	Tons.	Tons.	Tons.
Pulpwood	883,937	777,427		106,510
Sawed lumber	668,780	735,589	66,809	
Squared timber	31,772	58,633	26,861	
Shingles	8,992	11,475	2,483	
Other woods	95,665	98,294	2,629	
Total, class No. 5	1,689,146	1,681,418	98,782	106,510
Class No. 6.				
Hard coal	933,234	1,208,722	275.488	
Soft "	3,090,799	4,429,222	1,338,423	
Coke	1,456	792		664
Copper ore	8,329	37,986	29,657	
Iron "	21,204,848	28,494,716	7,289,868	
Other "	52,237	30,334		21,903
Total, class No. 6	25,290,903	34,201,772	8,933,436	22,567
Grand total	33,720,748	42,990,608	9,790,162	520,302

Net increase, 9,269,860.

TABLE 5.—STATEMEMT of Traffic on the Undermentioned Canals during the Season of Navigation in 1910.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	Ottawa.	Rideau.	St. Peter's.	Trent Valley.	Murray.	St. Andrew's
Class No. 1 Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian vessels. Steam	3,188,286	1,238,749	1,662,515	68,158	200,424	125,062	32,984	137,082	300,888	42,914
" " Sail	55,208	222,750	1,247,880	29,639	210,482	51,385	73,258	35,003	77,149	1,973
United States vessels. Steam	19,979,382	651,342	358,583		700	18	171		946	
" " Sail	208.322	35,676	123,561	369,449	11,263	6,777	640		467	
Total, Class One.	23,361,198	2,148,517	3,392,539	467,246	452,870	183,242	107,053	172,085	379,450	44,887
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	33,291	1,655	120,732	2,399	26,158	26,040	633	69,186	33,782	6,398
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley	117.687	21,575	21,654	23	19	45	7	6		
Buckwheat			1,038	2	3		5			
Corn	4,879	229,980	101,258	99	55	316	3	2		
Oats	282,369	136,233	110,709	522	583	426	1,569	18		1
Rye	3,780		461		4	2	19	6		
Flax	69,792	6,942	8,919			1				
Peas		123	146	33		1		37		
Wheat	2,051,889	587,493	582,426	101	59	642		229	20	
Flour	283,126	41,152	34,650	1,117	773	348	1,935	86		
Hay	5,667	841	11,743	18,801	2,244	379	2,996	50		125
Other mill products	14,252	18,149	20,267	247	916	307	627	62	148	28
Fruit and vegetables	314	50	6,895	2,697	449	400	974		4,247	
Potatoes	2		685	22	487	18	5,736	132		
Live stock	47		1,003	233	649	13	35	270		
Poultry, game and fish		202	168	12	88	7	2,328		10	
Dressed meats			47		2	50	19	1	29	
Other packing house products	12		365	98	267	205	206		52	
Hides and leather	903	248	77		11	4	6	12		
Wool	394	238	29	1		1	2	5	5	
All other animal products	12		7,825	60	2,225	1,841	3	147	53	
Total, Class Three	2,835,125	1,043,226	940,365	24,071	8,834	5,009	19,470	1,063	4,564	154

Class No. 4.										
Agricultural implements	13,624	13,624	240	118	196	462	12	74	2	...
Cement, bricks, lime	149,561	110,987	191,531	5,744	50,268	60,392	2,639	7,396	149,860	75
Household goods and furniture	1,184	146	1,700	62	227	260	49	46	121	2
Iron—Pig and bloom	72,929	20,374	21,101	114	333	343	64	72	667	...
and steel, all other	145,788	37,207	63,963	843	1,108	1,212	505	23	1,412	...
Petroleum and other oils	8,176	57,807	37,287	152	956	912	505	24	372	...
Sugar and salt	30,332	43,668	16,936	669	4,332	3,636	1,142	11	277	...
Wines, liquors and beers	4,898	10,068	10,902	73	966	697	140	23	543	6
Merchandise not enumerated	436,034	222,452	153,341	14,059	13,908	8,385	2,833	1.003	9,252	94
Total, Class Four	862,526	516,333	497,007	21,834	72,294	76,299	7,889	8,672	162,506	177
Class No. 5.										
Pulpwood	10,350	123,143	264,062	364,717	...	2,049	...	5,963	915	6.228
Sawed lumber	64,163	21,372	259,667	130,305	218,230	29,472	8,168	1,782	2.113	317
Squared timber	13,285	8,097	28,776	19	6,605	788	431	543	89	...
Shingles	9,141	525	545	14	65	110	886	189	...	...
Other woods	3,674	1,600	11,278	1,064	43,299	7,607	639	27,372	354	1,407
Total, Class Five	100,613	154.737	564,328	496,119	268,199	40,026	10,124	35,849	3,471	7,952
Class No. 6.										
Hard coal	601,208	215,501	278,184	99,128	4,500	9,662	447	92	...	...
Soft "	3.508,357	361,990	476,093	357	29,287	3.642	41,913	183	7,400	...
Coke	...	192	300	...	300	...	...	...	...	...
Copper ore	35.806	2,180	...	...	...	...	...	...	...	...
Iron ore	28,440,952	29,779	164	23,547	4	...	240	30	...	...
Other ore	11,100	2,352	4,311	4,243	1,843	243	5,868	374	...	...
Total, Class Six	32,597,423	611,994	759,052	127,275	35,934	13,547	48,468	679	7,400	...
Grand total	36,395,687	2,326,290	2,760,752	669,299	385,261	134,881	85,951	46,263	177.941	8,283

TABLE 6—SUMMARY Statement of Traffic on the undermentioned Canals during the Season of Navigation, ended December 31, 1910, showing the total quantity of each description of property passed through.

—	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	Ottawa.	Rideau.	St. Peter's.	Murray.	Trent Valley.	St. Andrew's
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	23,361,198	2,148,517	3,392,539	467,246	452,870	183,242	107,053	379,450	172,085	44,887
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	33,291	1,655	120,732	2,399	26,458	26,040	633	33,782	69,186	6,398
Forest Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulwood	10,350	123,143	264,062	364,717	....	2,049	....	915	5,963	6,228
Sawed lumber	64,163	21,372	259,667	130,305	218,230	29,472	8,168	2,113	1,782	317
Squared timber	13,285	8,097	28,776	19	6,605	788	431	89	543	....
Shingles	9,141	525	545	14	65	110	886	....	189	....
Other woods	3,674	1,600	11,278	1,064	43,299	7,607	639	....	27,372	1,407
Totals	100,613	154,737	564,328	496,119	268,199	40,026	10,124	3,471	35,849	7,952
Animals and Produce of Animals.										
Live stock	47	....	1,003	233	649	13	35	....	270	....
Poultry, game and fish	....	202	168	12	88	7	2,328	10	....	....
Dressed meats	....	....	47	....	2	50	19	29	1	....
Other packing house products	12	....	365	98	267	205	206	52	....	....
Hides and leather	903	248	77	....	11	4	6	....	12	....
Wool	394	238	29	1	....	1	2	5	5	....
All other animal products	12	....	7,825	60	2.225	1,844	3	53	147	....
Total	1,368	688	9,514	404	3,242	2,124	2,599	149	435	....
Agricultural Products.										
Barley	117,687	21,575	21,654	23	19	45	7	....	6	....
Buckwheat	....	....	1,038	2	3	....	5	....	....	....
Corn	4,879	229,980	101,258	99	55	316	3	....	2	....
Oats	282,369	134,233	140,709	522	583	426	4,569	....	18	1
Rye	3,780	....	461	....	4	2	19	....	6	....
Flax	69,792	6,942	8,919	....	....	1	....	....	....	....

Peas	...	123	146	33	...	1	...	...	37	...
Wheat	2,051,889	587,493	582,426	104	59	642	...	20	229	...
Flour	283,126	41,152	34,650	1,117	773	348	1,935	...	86	...
Hay	5,667	841	11,743	18,801	2,244	379	2,996	...	50	125
Other mill products	14,252	18,149	20,267	247	916	307	627	148	62	28
Fruits and vegetables	314	50	6,895	2,697	449	400	974	4,247	...	...
Potatoes	2	...	685	22	487	18	5,736	...	132	...
Total	2,833,757	1,042,538	930,851	23,667	5,592	2,885	16,871	4,415	628	154
Manufactures.										
Agricultural implements	13,624	13,624	246	118	196	462	12	2	74	...
Cement, bricks and lime	149,561	110,987	191,531	5,744	50,268	60,392	2,639	149,860	7,396	75
Household goods and furniture	1,184	146	1,700	62	227	260	49	121	46	2
Iron, pig and bloom	72,929	20,374	21,101	114	333	343	64	667	72	...
Iron, steel all other	145,788	37,207	63,963	843	1,108	1,212	505	1,412	23	...
Petroleum and other oils	8,176	57,807	37,287	152	956	912	505	372	24	...
Sugar and salt	30,332	43,668	16,936	669	4,332	3,636	1,142	277	11	...
Wines, liquors and beers	4,898	10,068	10,902	73	966	697	140	543	23	6
Merchandise not enumerated	436,034	222,452	153,341	14,059	13,908	8,385	2,833	9,252	1,003	94
Total	862,526	516,333	497,007	21,834	72,294	76,299	7,889	162,506	8,672	177
Products of Mines.										
Hard coal	601,208	215,501	278,184	99,128	4,500	9,662	447	...	92	...
Soft "	3,508,357	361,990	476,093	357	29,287	3,642	41,913	7,400	183	...
Coke	...	192	300	...	300	...	...	...	...	...
Copper ore	35,806	2,180	...	...	...	...	...	...	...	...
Iron "	28,440,952	29,779	164	23,547	4	...	240	...	30	...
Other "	11,100	2,352	4,311	4,243	1,843	243	5,868	...	374	...
Total	32,597,423	611,994	759,052	127,275	35,934	13,547	48,468	7,400	679	...
Grand totals (passengers and tonnage of vessels not included)	36,395,687	2,326,290	2,760,752	669,299	385,261	134,881	85,951	177,941	46,263	8,283

TABLE 7 (No. 1)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian	United States.
Agricultural implements	13,624								13,624		13,624	13,624	
All other animal		12								12	12	12	
Barley		20,569		6,819		90,299				117,687	117,687	80,149	37,538
Buckwheat													
Cement, bricks, &c.	139,270	1	165		10,125				149,560	1	149,561	149,561	
Coal, hard	4,808				468,739	14,300	113,361		586,908	14,300	601,208		601,208
" soft	158,527	3,350	15,200		2,423,778	59,034	814,858	33,610	3,412,363	95,994	3,508,357		3,508,357
Coke													
Corn						4,879				4,879	4,879	4,879	
Dressed meats													
Flax		10,329		34,601		24,862				69,792	69,792	52,075	17,717
Flour	138	181,571	10	9,540		85,958		5,909	148	282,978	283,126	253,873	29,253
Fruits and vegetables	314								314		314	314	
Hay	4,587	1,044		6	30				4,617	1,050	5,667	5,667	
Hides and leather	15	274		60		554			15	888	903	903	
Household goods	1,184								1,184		1,184	1,184	
Iron, pig and bloom	38,701			400	570	8,650	24,608		63,879	9,050	72,929	50,835	22,094
Iron and steel, all other	57,693	21,230	1,340	3,360	55,098	1,267	5,800		119,931	25,857	145,788	119.476	26,312
Live stock	41		6						47		47	47	
Merchandise	322,809	11,574	10,249	5,129	62,156	16,809	2,912	4,396	398,126	37,908	436,034	413,982	22,052
Oats		232,888		17,317		28,575		3,589		282,369	282,369	266.189	16,180
Other mill products	90	6,178						7,984	90	14,162	14,252	6,258	7,994
" packing house products.		12								12	12	12	
" woods	2,662	65			373	574			3,035	639	3,674	2,995	679
Ore, all other						11,100				11,100	11,100		11,100
" copper						35,806				35,806	35,806	34,586	1,220
" iron						28,420,962		19,990		28,440,952	28,440,952		28,440,952
Peas													
Petroleum	4,206		79		1,950	77	1,864		8,099	77	8,176	6,264	1,912
Poultry, game and fish													
Potatoes	2								2		2	2	
Pulpwood				4,650		5,700				10,350	10,350	10,350	
Rye						3,780				3,780	3,780	700	3,080

Sawed lumber	2,230	2,357	....	22,179	884	34,605	1,908	....	5,022	59,141	64,163	49,733	14,430
Shingles	....	....	....	220	....	8,831	....	90	....	9,141	9,141	5,685	3,456
Square timber	7,051	555	160	....	11,527	713	3,912	894	11,123	2,162	13,285	9,048	4,237
Sugar and salt	17,590	85	1,075	....	....	30	25	....	30,217	115	30,332	25,612	4,720
Wheat	....	1,075,176	....	461,054	....	475,063	....	40,596	....	2,051 889	2,051,889	1,809,211	242.678
Wines, liquors and beers	4,419	15	364	....	60	40	....	....	4,843	55	4,898	4,648	250
Wool	....	....	....	....	....	394	....	....	....	394	394	394	....
Total freight	779,961	1,567,285	28,648	565,335	3,035,290	29,332,862	969,218	117,058	4,813,147	31,582,540	36,395,687	3,378,268	33,017,419

Table 7 (No. 2)—General Statement showing the Quantity of each Article Transported on the Welland Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	13,624								13,624		13,624	13,624	
All other animal													
Barley		17,735				3,840				21,575	21,575	17,735	3,840
Buckwheat													
Cement, bricks, &c.	99,541	8,954	292		2,000			200	101,833	9,154	110,987	108,287	2,700
Coal, hard	2,045				197,482		15,974		215,501		215,501		215,501
" soft						4,411		357,579		361,990	361,990		361,990
Coke								192		192	192		192
Corn						126,938		103,042		229,980	229,980		229,980
Dressed meats													
Flax		6,297	645						645	6,297	6,942	6,942	
Flour		28,593				11,859		700		41,152	41,152	29,293	11,859
Fruits and vegetables					50				50		50		50
Hay	841								841		841	841	
Hides and leather	15					233			15	233	248	15	233
Household goods	141							5	141	5	146	144	2
Iron, pig and bloom	17,576	386	1,419					993	18,995	1,379	20,374	19,393	981
Iron and steel, all other	18,933	1,217	1,944					15,113	20,877	16,330	37,207	22,214	14,993
Live stock													
Merchandise	101,604	23,023	21,240	1,289	52,080	15,478	255	7,483	175,179	47,273	222,452	146,520	75,932
Oats		133,856						2,377		136,233	136,233	136,233	
Other mill products		471	1,113			8,571		7,994	1,113	17,036	18,149	1,584	16,565
" packing house products													
" woods	17					1,583			17	1,583	1,600		1,600
Ore, all other	800					1,552			800	1,552	2,352	800	1,552
" copper								2,180		2,180	2,180		2,180
" iron								29,779		29,779	29.779		29,779
Peas						123				123	123		123
Petroleum	129	27,302	1,049		8			29,319	1,186	56,621	57,807	26,869	30,938
Poultry, game and fish					202				202		202		202
Potatoes													
Pulpwood	1,035		120,577		1,531				123,143		123,143	122,383	760
Rye													

Sawed lumber	....	4,440	....	5,194	....	11,738	....	....	....	21,372	21,372	8,402	12,970
Shingles	....	....	....	500	....	25	....	....	....	525	525	500	25
Square timber	80	3,417	....	....	....	....	....	4,600	80	8,017	8,097	2,367	5,730
Sugar and salt	5,969	397	1,954	....	34,723	....	....	625	42,646	1,022	43,668	8,754	34,914
Wheat	....	486,309	....	....	....	10,717	....	90,467	....	587,493	587,493	514,282	73,211
Wines, liquors and beers	3,440	511	4,379	....	122	....	....	1,616	7,941	2,127	10,068	9,759	309
Wool	....	....	5	....	....	233	....	....	5	233	238	5	233
Total freight	265,790	742,908	154,617	6,983	288,198	197,301	16,229	654,264	724,834	1,601,456	2,326,290	1,196,946	1,129,344

TABLE (7) No. 3.—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the Welland Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	13,624								13,624		13.624	13,624	
All other animal													
Barley		17,735				3,840				21,575	21,575	17,735	3,840
Buckwheat													
Cement, bricks, &c	99,541	284	292		2,000			200	101,833	484	102,317	99,617	2,700
Coal, hard	2,045				197,482		15,974		215,501		215,501		215,501
" soft						4,411		357,579		361,990	361,990		361,990
Coke								192		192	192		192
Corn						126,938		103,042		229,980	229,980		229,980
Dressed meats													
Flax		6,297	645						645	6,297	6,942	6,942	
Flour		28,593				11,859		700		41,152	41,152	29,293	11,859
Fruits and vegetables					50				50		50		50
Hay	841								841		841	841	
Hides and leather	15					233			15	233	248	15	233
Household goods	141							5	141	5	146	144	2
Iron, pig and bloom	17,576		1,419					993	18,995	993	19,988	19,007	981
Iron and steel, all other	18,933	225	1,944					7,695	20,877	7,920	28,797	21,222	7,575
Live stock													
Merchandise	101,086	3,242	21,240	1,289	52,080	15,478	255	7,483	174,661	27,492	202,153	126,221	75,932
Oats		133,856						2,377		136,233	136,233	136,233	
Other mill products		471	1,113			8,571		7,994	1,113	17,036	18,149	1,584	16,565
" packing house products													
" woods	17					1,583			17	1,583	1,600		1,600
Ore, all other	800					1,552			800	1,552	2,352	800	1,552
" copper								2.180		2,180	2,180		2,180
" iron								29,779		29,779	29,779		29,779
Peas						123				123	123		123
Petroleum	129	27,302	1,049		8			29,319	1,186	56,621	57,807	26,869	30,938
Poultry, game and fish					202				202		202		202
Potatoes													
Pulpwood	1,035		120,577		1,531				123,143		123,143	122,383	760
Rye													
Sawed lumber		4,430		5,194		11,738				21,362	21,362	8,392	12,970
Shingles				500		25				525	525	500	25
Square timber		3,130						4,600		7,730	7,730	2,000	5,730

Sugar and salt	5,969	397	1,954		34,723			625	42,646	1,022	13,668	8,754	34,914
Wheat		479,680				10,717		90,467		580,864	580,864	507,653	73,211
Wines, liquors and beers	3,440	511	4,379		122			1,616	7,941	2,127	10,068	9,759	309
Wool			5			233			5	233	238	5	233
Total freight	265,192	706,153	154,617	6,983	288,198	197,301	16,229	646,846	724,236	1,557,283	2,281,519	1,159,593	1,121,926

TABLE 7—No. 4—General Statement showing the Quantity of each Way Article Transported on the Welland Canal, during the season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural Implements													
All other animals													
Barley													
Buckwheat													
Cement, bricks &c		8,670								8,670	8,670	8,670	
Coal, hard													
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables													
Hay													
Hides and leather													
Household goods													
Iron, Pig and bloom		386								386	386	386	
Iron and steel, all others		992						7,418		8,410	8,410	992	7,418
Live stock													
Merchandise	518	19,781							518	19,781	20,299	20,299	
Oats													
Other mill products													
" packing house products													
" woods,													
Ore, all other													
" Copper													
" Iron													
Peas													
Petroleum													
Poultry, game and fish													
Potatoes													
Pulpwood													
Rye													

Sawed lumber		10								10	10	10	
Shingles													
Square timber	80	287							80	287	367	367	
Sugar and salt													
Wheat		6,629								6,629	6,629	6,629	
Wines, liquors and beers													
Wool													
Total freight	598	36,755						7,418	598	44,173	44,771	37,353	7,418

TABLE 7 (No. 5). GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	228	18							228	18	246	246	
All other animal	1,163	6,657					3		1,166	6,657	7,823	7,820	3
Barley	1.523	20,131							1,523	20,131	21,654	21,654	
Buckwheat	644	394							644	394	1,038	1,038	
Cement, bricks, &c	100,822	90,709							100,822	90,709	191,531	189,211	2,320
Coal, hard	9,114	2					350	268,718	9,464	268,720	278,181	8,942	269,242
" soft	145,948	11,554						318,591	145,948	330,145	476,093	157,502	318,591
Coke	300								300		300	300	
Corn	1,474	22,495						77,289	1,474	99,784	101,258	23,969	77,289
Dressed meats	26	21							26	21	47	47	
Flax	1,321	7,598							1,321	7,598	8,919	8,919	
Flour	2,043	32,607							2,043	32,607	34,650	34,650	
Fruits and vegetables	283	6,612							283	6,612	6,895	6,895	
Hay	6,514	5,229							6,514	5,229	11,743	11,743	
Hides and leather	41	36							41	36	77	77	
Household goods	662	1,036						2	662	1,038	1,700	1,698	2
Iron, pig and bloom	20,692	243	150					16	20,842	259	21,101	21,085	16
Iron and steel, all other	51,570	6,016	257					6,120	51,827	12,136	63,963	57,843	6,120
Live stock	84	919							84	919	1,003	1,003	
Merchandise	110,251	27,517	6,852		329		184	8,210	117,616	35,727	153,343	141,374	11,969
Oats	4,480	136,229							4,480	136,229	140,709	138,992	1,717
Other mill products	8,306	7,112						1,549	8,306	11,961	20,267	11,035	6,232
" packing house products	292	73							292	73	365	365	
" wood	127	8,829	2,082				240		2,449	8,829	11,278	11,038	240
Ore, all other	4,063	248							1,063	248	1,311	1,451	2,860
" copper													
" iron	10	154							10	154	164	164	
Peas	101	45							101	45	146	146	
Petroleum	4,292	15,355	580					17,060	4,872	32,415	37,287	17,787	19,500
Poultry, game and fish	78	90							78	90	168	168	
Potatoes	91	594							91	594	685	685	
Pulpwood			264,062						264,062		264,062	264,062	

Rye	140	321	....	....	....	....	....	....	140	321	461	461	....
Sawed lumber	40,653	185,710	10,577	22,235	5	....	....	487	51,235	208,432	259,667	259,175	492
Shingles	500	45	....	....	....	....	....	....	500	45	545	545	....
Square timber	14	26,962	....	....	....	....	....	1,800	14	28,762	28,776	26,976	1,800
Sugar and salt	15,398	1,512	....	....	....	....	....	26	15,398	1,538	16,936	16,742	194
Wheat	15,943	498,393	....	....	....	....	....	68,090	15,943	566,483	582,426	513,722	68,704
Wines, liquors and beers	7,626	1,741	1,515	....	....	....	....	20	9,141	1,761	10,902	10,882	20
Wool	16	13	....	....	....	....	....	....	16	13	29	29	....
Total freight	556,833	1,123,520	286,075	22,235	331	....	777	770,978	844,019	1,916,733	2,760,752	1,973,441	787,311

TABLE 7 (No. 6).—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the St. Lawrence Canals during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	7								7		7	7	
All other animal	5	4,457							5	4,457	4,462	4,462	
Barley		20,000								20,000	20,000	20,000	
Buckwheat		372								372	372	372	
Cement, bricks, &c	20,995	484							20,995	484	21,479	21,479	
Coal, hard	650							257,996	650	257,996	258,646	650	257,996
" soft	6,701							308,334	6,701	308,334	315,035	6,701	308,334
Coke													
Corn		323						77,289		77,612	77,612	323	77,289
Dressed meats	10								10		10	10	
Flax	645	6,607							645	6,607	7,252	7,252	
Flour	187	27,081							187	27,081	27,268	27,268	
Fruits and vegetables	35	6,087							35	6,087	6,122	6,122	
Hay	216	7							216	7	223	223	
Hides and leather	39								39		39	39	
Household goods	382	806						2	382	808	1,190	1,188	2
Iron, pig and bloom	20,060	12	150					16	20,210	28	20,238	20,222	16
Iron and steel, all other	20,505	3,811	257					6,120	20,762	9,931	30,693	24,573	6,120
Live stock	2	24							2	24	26	26	
Merchandise	95,726	20,564	6,616					7,681	102,342	28,245	130,587	122,906	7,681
Oats	90	130,997							90	130,997	131,087	129,370	1,717
Other mill products	1,229	5,809						4,549	1,229	10,358	11,587	5,355	6,232
" packing house products	40	25							40	25	65	65	
" woods		2	2,082						2,082	2	2,084	2,084	
Ore, all other													
" copper													
" iron	10								10		10	10	
Peas	90								90		90	90	
Petroleum	925	15,021	580					17,060	1,505	32,081	33,586	16,526	17,060
Poultry, game and fish													
Potatoes	5	7							5	7	12	12	
Pulpwood			264,062						264,062		264,062	264,062	
Rye													
Sawed lumber			10,577					487	10,577	487	11,064	10,577	487

Shingles													
Square timber								1,800		1,800	1,800		1,800
Sugar and salt	10,055	792						26	10,055	818	10,873	10,847	26
Wheat	120	494,059						68,090	126	562,149	562,269	493,565	68,704
Wines, liquors and beers	6,642	1,729	1,515					20	8,157	1,749	9,906	9,886	20
Wool	10	5							10	5	15	15	
Total freight	185,381	739,081	285,839					749,470	471,220	1,488,551	1,959,771	1,206,287	753,484

TABLE 7 (No. 7)—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the St. Lawrence Canals during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	221	18							221	18	239	239	
All other animal	1,158	2,200					3		1,161	2,200	3,361	3,358	3
Barley	1,523	131							1,523	131	1,654	1,654	
Buckwheat	644	22							644	22	666	666	
Cement, bricks, &c.	79,827	90,225							79,827	90,225	170,052	167,732	2,320
Coal, hard	8,464	2					350	10,722	8,814	10,724	19,538	8,292	11,246
" soft	139,247	11,554						10,257	139,247	21,811	161,058	150,801	10,257
Coke	300								300		300	300	
Corn	1,474	22,172							1,474	22,172	23,646	23,646	
Dressed meats	16	21							16	21	37	37	
Flax	676	991							676	991	1,667	1,667	
Flour	1,856	5,526							1,856	5,526	7,382	7,382	
Fruits and vegetables	248	525							248	525	773	773	
Hay	6,298	5,222							6,298	5,222	11,520	11,520	
Hides and leather	2	36							2	36	38	38	
Household goods	280	230							280	230	510	510	
Iron, pig and bloom	632	231							632	231	863	863	
Iron and steel, all other	31,065	2,205							31,065	2,205	33,270	33,270	
Live stock	82	895							82	895	977	977	
Merchandise	14,525	6,953	236		329		184	529	15,274	7,482	22,756	18,468	4,288
Oats	4,390	5,232							4,390	5,232	9,622	9,622	
Other mill products	7,077	1,603							7,077	1,603	8,680	8,680	
" packing house products	252	48							252	48	300	300	
" woods	127	8,827					240		367	8,827	9,194	8,954	240
Ore, all other	4,063	248							4,063	248	4,311	1,451	2,860
" copper													
" iron		154								154	154	154	
Peas	11	45							11	45	56	56	
Petroleum	3,367	334							3,367	334	3,701	1,261	2,440
Poultry, game and fish	78	90							78	90	168	168	
Potatoes	86	587							86	587	673	673	
Pulpwood													
Rye	140	321							140	321	461	461	

Sawed lumber	40,653	185,710	....	22,235	5	....	....	....	40,658	207,945	248,603	248,598	5
Shingles	500	45	....	....	....	....	....	....	500	45	545	545	....
Square timber	14	26,962	....	....	....	....	....	....	14	26,962	26,976	26,967	....
Sugar and salt	5,343	720	....	....	....	....	....	....	5,343	720	6,063	5,895	168
Wheat	15,823	4,334	....	....	....	....	....	....	15,823	4,334	20,157	20,157	....
Wines, liquors and beers	984	12	....	....	....	....	....	....	984	12	996	996	....
Wool	6	8	....	....	....	....	....	....	6	8	14	14	....
Total freight	371,452	384,439	235	22,235	334	....	777	21,508	372,799	428,182	800,981	767,154	33,827

TABLE 7 (No. 8)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	116	2							116	2	118	118	
All other animal	2	58							2	58	60	60	
Barley	21	2							21	2	23	23	
Buckwheat		2								2	2	2	
Cement, bricks, &c	201	40						5,503	201	5,543	5,744	241	5,503
Coal, hard	5	207						98,916	5	99,123	99,128	212	98,916
" soft													
Coke								357		357	357		357
Corn	95	4							95	4	99	99	
Dressed meats													
Flax													
Flour	1,083	34							1,083	34	1,117	1,117	
Fruits and vegetables	628	2,052						17	628	2,069	2,697	2,680	17
Hay	11,775	7,026							11,775	7,026	18,801	18,801	
Hides and leather													
Household goods	40	22							40	22	62	62	
Iron, pig and bloom	97	17							97	17	114	114	
Iron and steel, all other	840	3							840	3	843	843	
Live stock	7	222						4	7	226	233	229	4
Merchandise	2,039	1,008						11,012	2,039	12,020	14,059	3,047	11,012
Oats	34	488							34	488	522	522	
Other mill products	240	7							240	7	247	247	
" packing house products	80	18							80	18	98	98	
" woods	20	1,044							20	1,044	1,064	1,064	
Ore, all other								4,243		4,243	4,243		4,243
" copper													
" iron								23,547		23,547	23,547		23,547
Peas	27	6							27	6	33	33	
Petroleum	152								152		152	152	
Poultry, game and fish	2	10							2	10	12	12	
Potatoes	22								22		22	22	
Pulpwood	364,717								364,717		364,717	364,717	
Rye													
Sawed lumber	37	23	130,245						130,282	23	130,305	130,305	

Shingles	33								33		33	33	
Square timber													
Sugar and salt	669								669		669	669	
Wheat	93	11							93	11	104	104	
Wines, liquors and beers	73								73		73	73	
Wool		1								1	1	1	
Total freight	383,148	12,307	130,245					143,599	513,393	155,906	669,299	525,700	143,599

TABLE 7 (No. 9).—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	11	1							11	1	12	12	
All other animal	2	1							2	1	3	3	
Barley	7								7		7	7	
Buckwheat	5								5		5	5	
Cement, bricks, &c.	409	2,230							409	2,230	2,639	2,639	
Coal, hard	218						229		447		447	218	229
" soft	17	41,896							17	41,896	41,913	41,913	
Coke													
Corn	3								3		3	3	
Dressed meats	19								19		19	19	
Flax													
Flour	1,934	1							1,934	1	1,935	1,935	
Fruits and vegetables	974								974		974	974	
Hay	2,996								2,996		2,996	2,996	
Hides and leather	4	2							4	2	6	6	
Household goods	49								49		49	49	
Iron, pig and bloom	64								64		64	64	
Iron and steel, all other	254	251							254	251	505	505	
Live stock	35								35		35	35	
Merchandise	2,647	186							2,647	186	2,833	2,833	
Oats	4,569								4,569		4,569	4,569	
Other mill products	627								627		627	627	
" packing house products	206								206		206	206	
" woods	428	211							428	211	639	639	
Ore, all other	955	4,913							955	4,913	5,868	5,868	
" copper													
" ron	2	238							2	238	240	240	
Peas													
Petroleum	414	91							414	91	505	505	
Poultry, game and fish	128	2,200							128	2,200	2,328	2,328	
Potatoes	5,734	2							5,734	2	5,736	5,736	
Pulpwood													
Rye	19								19		19	19	
Sawed lumber	8,165	3							8,165	3	8,168	8,168	

Shingles	886								886		886	886	
Square timber	431								431		431	431	
Sugar and salt	1,142								1,142		1,142	1,142	
Wheat													
Wines, liquors and beers	128	12							128	12	140	140	
Wool		2								2	2	2	
Total freight	33,482	52,240					229		33,711	52,240	85,951	85,722	229

TABLE 7 (No. 10)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements		2								2	2	2	
All other animal	30	23							30	23	53	53	
Barley													
Buckwheat													
Cement, bricks, &c.	149,860								149,860		149,860	149,860	
Coal, hard													
" soft		297						7,103		7,400	7,400	297	7,103
Coke													
Corn													
Dressed meats		29								29	29	29	
Flax													
Flour													
Fruit and vegetables	1,645	2,602							1,645	2,602	4,247	4,247	
Hay													
Hides and leather													
Household goods	71	50							71	50	121	121	
Iron, pig and bloom		667								667	667	667	
Iron and steel, all other	1,135	277							1,135	277	1,412	1,412	
Live stock													
Merchandise	5,514	3,738							5,514	3,738	9,252	9,250	2
Oats													
Other mill products	118	30							118	30	148	148	
" packing house products	10	42							10	42	52	52	
" woods	354								354		354	354	
Ore, all other													
" copper													
" iron													
Peas													
Petroleum	85	287							85	287	372	261	111
Poultry, game and fish	10								10		10	10	
Potatoes													
Pulpwood	360		555						915		915	915	
Rye													
Sawed lumber	2,095	18							2,095	18	2,113	2,113	

Shingles														
Square timber	80	9							80	9	89	89		
Sugar and salt	222	55							222	55	277	232	45	
Wheat	20								20		20	20		
Wines, liquors and beers	128	415							128	415	543	543		
Wool		5								5	5	5		
Total freight	161,737	8,546	555					7,103	162,292	15,649	177,941	170,680	7,261	

TABLE 7 (No. 11).—GENERAL STATEMENT showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to U. States Ports.		From U. States to U. States Ports.		From U. States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	184	12							184	12	196	196	
All other animal	93	2,132							93	2,132	2,225	2,225	
Barley	13	6							13	6	19	19	
Buckwheat	4								4		4	4	
Cement, bricks, &c	1,033	48,879					356		1,389	48,879	50,268	49,912	356
Coal, hard	636						3,864		4,500		4,500	449	4,051
" soft	29,287								29,287		29,287	29,287	
Coke	300								300		300	300	
Corn	77								77		77	27	
Dressed meats		2								2	2	2	
Flax													
Flour	721	52							721	52	773	773	
Fruits and vegetables	199	250							199	250	449	449	
Hay		2,244								2,244	2,244	2,244	
Hides and leather	1	10							1	10	11	11	
Household goods	164	63							164	63	227	227	
Iron pig and bloom	318	15							318	15	333	333	
Iron and steel, all other	1,092	16							1,092	16	1,108	1,108	
Live stock	38	614							38	611	649	649	
Merchandise	7,542	3,693					2,673		10,215	3,693	13,908	11,235	2,673
Oats	14	548							14	548	562	562	
Other mill products	268	618							268	648	916	916	
" packing house products	243	24							243	24	267	267	
" woods	225	42,742		332					225	43,074	43,299	43,299	
Ore, all other	900	30					913		1,813	30	1,843	930	913
" copper													
" iron		4								4	4	4	
Peas													
Petroleum	792	164							792	164	956	956	
Poultry, game and fish		88								88	88	88	
Potatoes	16	471							16	471	487	487	
Pulpwood													
Rye		2								2	2	2	

Sawed lumber	459	162,062	....	60,681	....	....	....	459	222,743	223,202	223,202	....
Shingles	20	45	....	....	....	....	....	20	45	65	65	....
Square timber	2	1,631	....	....	....	....	....	2	1,631	1,633	1,633	....
Sugar and salt	4,268	64	....	....	....	....	....	4,268	64	4,332	4,332	....
Wheat	59	....	....	....	....	....	....	59	....	59	59	....
Wines, liquors and beers	955	11	....	....	....	....	....	955	11	966	966	....
Wool	....	....	....	....	....	....	....	....	....	....	....	....
Total freight	49,923	266,519	....	61,013	....	....	7,806	57,729	327,532	385,261	377,268	7,993

TABLE 7 (No. 12).—GENERAL STATEMENT showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	285	177							285	177	462	462	
All other animal	518	1,326							518	1,326	1,844	1,844	
Barley		45								45	45	45	
Buckwheat													
Cement, bricks, &c	29,171	13,217	4						29,175	31,217	60,392	60,392	
Coal, hard	8	26					925	8,703	933	8,729	9,662	10	9,652
" soft	227	16						3,399	227	3,415	3,642	229	3,413
Coke													
Corn	5	311							5	311	316	256	60
Dressed meats	4	18							4	18	22	22	
Flax		1								1	1	1	
Flour	88	260							88	260	348	348	
Fruits and vegetables	325	75							325	75	400	400	
Hay	361	18							361	18	379	379	
Hides and leather	3	1							3	1	4	4	
Household goods	132	128							132	128	260	260	
Iron, pig and bloom	221	122							221	122	343	343	
Iron and steel, all other	1,025	187							1,025	187	1,212	1,212	
Live stock	8	5							8	5	13	13	
Merchandise	4,818	2,854					535	178	5,353	3,032	8,385	7,672	713
Oats		426								426	426	426	
Other mill products	42	265							42	265	307	307	
" packing house products	199	34							199	34	233	233	
" woods	6,599	1,008							6,599	1,008	7,607	7,607	
Ore, all other	9	234							9	234	243	243	
" copper													
" iron													
Peas	1								1		1	1	
Petroleum	583	329							583	329	912	912	
Poultry, game and fish	4	3							4	3	7	7	
Potatoes	15	3							15	3	18	18	
Pulpwood	552	1,497							552	1,497	2,049	2,049	
Rye		2								2	2	2	
Sawed lumber	8,384	15,218		5,870					8,384	21,088	29,472	29,472	

Shingles	96	14							96	14	110	110	
Square timber	677	111							677	111	788	788	
Sugar and salt	3,097	539							3,097	539	3,636	3,636	
Wheat	17	625							17	625	642	642	
Wines, liquors and beer	574	123							574	123	697	697	
Wool	1								1		1	1	
Total freight	58,049	57,218	4	5,870			1,460	12,280	59,513	75,368	134,881	121,043	13,838

TABLE 7 (No. 13).—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural Implements	21	53							21	53	74	71	
All other animal	93	58							93	58	151	151	
Barley	6								6		6	6	
Buckwheat													
Cement, bricks, &c	7,126	270							7,126	270	7,396	7,396	
Coal, hard	92								92		92	92	
" soft	68	115							68	115	183	183	
Coke													
Corn		2								2	2	2	
Dressed meats		1								1	1	1	
Flax													
Flour	43	43							43	43	86	86	
Fruits and vegetables													
Hay	48	2							48	2	50	50	
Hides and leather		12								12	12	12	
Household goods	37	9							37	9	46	46	
Iron, pig and bloom	32	40							32	40	72	72	
Iron and steel, all other	20	3							20	3	23	23	
Live stock	243	27							243	27	270	570	
Merchandise	650	353							650	353	1,003	1,003	
Oats	18								18		18	18	
Other mill products	16	46							16	46	62	62	
" packing house products													
" woods	5,770	21,602							5,770	21,602	27,372	27,372	
Ore, all other		374								374	374	374	
" copper													
" iron	30								30		30	30	
Peas	30	7							30	7	37	37	
Petroleum	19	5							19	5	24	24	
Poultry, game and fish													
Potatoes	131	1							131	1	132	132	
Pulpwood	110	5,853							110	5,853	5‘963	5,963	
Rye	6								6		6	6	

Sawed lumber	720	1,062							720	1,062	1,782	1,782	
Shingles	51	138							51	138	189	189	
Square timber	26	517							26	517	543	543	
Sugar and salt	11								11		11	11	
Wheat	229								229		229	229	
Wines, liquors and beers	19	4							19	4	23	23	
Wool		1								1	1	1	
Total freight	15,665	30,598							15,665	30,598	46,263	46,263	

TABLE 7 (No. 14.)—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Andrews Canal during the Season of Navigation in 1910.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animals													
Barley													
Buckwheat													
Cement, brick, &c.	75								75		75	75	
Coal, hard													
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables													
Hay	125								125		125	125	
Hides and leather													
Household goods		2								2	2	2	
Iron, pig and bloom													
Iron and steel, all other													
Live stock													
Merchandise		94								94	94	94	
Oats		1								1	1	1	
Other mill products		28								28	28	28	
" packing house products													
" woods	1,407								1,407		1,407	1,407	
Ore, all other													
" copper													
" iron													
Peas													
Petroleum													
Poultry, game and fish													

Potatoes													
Pulpwood	6,228								6,228		6,228	6,228	
Rye													
Sawed lumber	317								317		317	317	
Shingles													
Square Timber													
Sugar and salt													
Wheat													
Wines, liquors and beer		6								6	6	6	
Wool													
Total freight	8,152	131							8,152	131	8,283	8,283	

TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 5,142 tons	1	5,142	1	5,000 to —— tons		
2	4,000 „ 5,000 „	1	4,500	2	4,000 „ 5,000 „		
3	3,000 „ 4,000 „	2	7,000	3	3,000 „ 4,000 „		
4	2,000 „ 3,000 „	8	18,500	4	2,000 „ 3,000 „		
5	1,000 „ 2,000 „	64	80,500	5	1,000 „ 2,000 „		
6	Under 1,000 „	50	12,090	6	Under 1,000 „	26	7,070
	Total	126	127,732		Total	26	7,070

WELLAND

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,665 tons	65	72,766	1	250 to 1,226 tons	9	7,720
2	200 „ 249 „	3	625	2	200 „ 249 „	3	625
3	150 „ 199 „	2	320	3	150 „ 199 „	2	365
4	100 „ 149 „	3	370	4	100 „ 149 „	10	1,060
5	50 „ 99 „	5	380	5	50 „ 99 „	3	205
6	Under 50 „	24	634	6	Under 50 „	1	15
	Total	104	75,095		Total	28	9,990

ST. LAWRENCE

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,665 tons	74	69,492	1	250 to 1,000 tons	104	51,965
2	200 „ 249 „	4	820	2	200 „ 249 „	8	1,620
3	150 „ 199 „	14	2,400	3	150 „ 199 „	75	12,030
4	100 „ 149 „	15	1,810	4	100 „ 149 „	92	10,340
5	50 „ 99 „	56	3,885	5	50 „ 99 „	42	3,260
6	Under 50 „	79	1,485	6	Under 50 „	17	608
	Total	242	79,892		Total	338	79,823

RIDEAU, OTTAWA

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 492 tons	3	1,162	1	250 to 350 tons	1	350
2	200 „ 249 „	2	400	2	200 „ 249 „	7	1,480
3	150 „ 199 „	4	650	3	150 „ 199 „	49	7,970
4	100 „ 149 „	5	575	4	100 „ 149 „	44	5,595
5	50 „ 99 „	7	470	5	50 „ 99 „	14	895
6	Under 50 „	32	575	6	Under 50 „	12	290
	Total	53	3,832		Total	127	16,580

passed through the following during the Season of Navigation in 1910.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,498 tons	104	546,000	1	5,000 to —— tons	...	....
2	4,000 " 5,000 "	65	275,000	2	4,000 " 5,000 "	3	12,500
3	3,000 " 4,000 "	138	452,500	3	3,000 " 4,000 "	13	40,500
4	2,000 " 3,000 "	56	120,000	4	2,000 " 3,000 "	10	21,000
5	1,000 " 2,000 "	54	75,500	5	1,000 " 2,000 "	7	9,000
6	Under 1,000 "	93	112,750	6	Under 1,000 "	24	10,950
	Total	510	1,581,750		Total	57	93,950

CANAL.

1	250 to 1,691 tons	33	39,916	1	250 to 1,599 tons	3	3,908
2	200 " 249 "	....	....	2	200 " 249 "	1	200
3	150 " 199 "	....	....	3	150 " 199 "	....	....
4	100 " 149 "	1	100	4	100 " 149 "	....	....
5	50 " 99 "	9	630	5	50 " 99 "	1	75
6	Under 50 "	24	335	6	Under 50 "	4	71
	Total	67	40,981		Total	9	4,234

CANAL.

1	250 to 1,552 tons	24	21,331	1	250 to 1,590 tons	16	9,968
2	200 " 249 "	....	....	2	200 " 249 "	1	200
3	150 " 199 "	2	340	3	150 " 199 "	....	.....
4	100 " 149 "	5	590	4	100 " 149 "	45	4,670
5	50 " 99 "	7	460	5	50 " 99 "	75	6,925
6	Under 50 "	36	395	6	Under 50 "	....	....
	Total	74	23,116		Total	137	21,763

AND CHAMBLY CANALS.

1	250 to —— tons	...	....	1	250 to 250 tons	1	250
2	200 " 249 "	....	....	2	200 " 249 "	1	200
3	150 " 199 "	....	....	3	150 " 199 "	11	1,710
4	100 " 149 "	....	....	4	100 " 149 "	382	40,260
5	50 " 99 "	....	....	5	50 " 99 "	254	23,905
6	Under 50 "	....	....	6	Under 50 "	....	....
	Total	....	....		Total	649	66,325

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

		Miles.
1.	Lachine canal	8½
	Lake St. Louis and River St. Lawrence	16
2.	Soulanges canal	14
	Lake St. Francis and River St. Lawrence	33
3.	Cornwall canal	11
	River St. Lawrence	5
4.	Farran's Point canal	1½
	River St. Lawrence	10
5.	Rapide Plat canal	3⅜
	River St. Lawrence	4
6.	Galops canal	7⅓
	River St. Lawrence and Lake Ontario	236
7.	Welland canal	26¾
	Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8.	Sault Ste. Marie canal	1¼
	Lake Superior to Port Arthur	266
	Total	1,223 17/24
	To Duluth	1,357
	Chicago	1,286

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction commenced	1821
" completed	1825
First enlargement commenced	1843
" completed	1848
Second enlargement commenced	1873
" completed	1901
Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 feet.
Depth of water on sills. at two locks	18 "
Depth of water on sills. at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced	1892
Open for traffic	1899
Length of canal	14 statute miles.
Number of locks lift	4
Number of locks guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise of lockage	84 feet
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "
Number of arc lights	219 of 2,000 c. p. each.

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	11 statute miles.
Number of locks	6
Dimensions of locks	270 feet by 75 feet.
Total rise of lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 32¾ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockages	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced. 9 feet	1844
" opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	7¾ miles.
Number of locks	3
Dimensions of locks. one of which is a guard lock.	2–270 by 45. 1–800 by 45.
Total rise of lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface	120
Depth below lowest known lake level	11
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of Canal	27½ miles	26¾ miles
Pairs of guard-gates (formerly 3)	..	2
Number of locks: lift	26	25
Number of locks: guard	1	1
Dimensions	1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise or lockage	326¾ feet	326¾ feet.
Depth of water on sills	10¼ "	14 "
Construction commenced, 10 feet 3 inches		1824
" Completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 feet.
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT WELLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise or lockage	7½ feet.
Depth of water on sills	11 "

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	5,967 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)	20 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock.
Carillon canal.
Grenville canal.
Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23
Ste. Anne's lock and piers	⅛	23
Ste. Anne's lock to Carillon canal	27	50
The Carillon canal	¾	51
The Carillon to Grenville canal	6¼	57
The Grenville canal	5¾	63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126¼	245

STE. ANNE'S LOCK.

Construction commenced	1814.
" completed	1816
Rebuilt of wood	1833
" in masonry	1843.

	Old Look.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
“ completed	1833
Enlargement commenced	1871
“ completed	1887
Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 “
Breadth of canal at bottom	100 “
Breadth of canal at water surface	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
“ completed	1833
Enlargement commenced	1871
“ completed	1887
Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 “
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 “

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
“ completed	1832

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston.	35 ascending. 14 descending.
Total lockage..........446½ feet {282¼ rise and 164 fall}	at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	4½ “
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Construction commenced	1883
“ completed	1892
Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 “
Depth of water on sills	5 “ 6 inches.
Length of dam	200 “
Breadth of canal at bottom	40 “
Breadth of canal at surface of water	40 “ in rock. 60 “ in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844
" completed	1849
Length	⅛ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise of lockage	5 "
Depth of water on sills	7 feet at low water.
Length of dam in eastern channel	300 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831	
" completed	1843	
Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks:—		
Guard lock, No. 1 at St. Johns	122 feet.	From 22½ to 24 feet wide.
Lift " 2	124 "	
" " 3, 4, 5, 6	118 "	
" " 7, 8, 9 combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

From Trenton, Bay of Quinté to Nine Mile rapids ..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley's Falls dam..	—	14½
Heeley's Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9½
Lakefield to a point across Balsam lake..	61	—
	132¼	33
Total distance, Bay of Quinté to a point across Balsam lake..		165¼
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog..		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchemannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1 Lock at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6′ to 6′ 6″ depth water on mitre sill.

2	Locks at	Fenelon.... ..	134′ x 33′ x 5′ 0″ to 7′ 6″	depth water	on mitre sill.
1	"	Lindsay	134′ x 33′ x 5′ 0″ to 7′ 6″	"	"
1	"	Bobcaygeon ..	134′ x 33′ x 5′ 8″ to 7′ 0″	"	"
1	"	Buckhorn	134′ x 33′ x 5′ 0″ to 9′ 0″	"	"
1	"	Lovesick	134′ x 33′ x 5′ 0″ to 9′ 4″	"	"
2	"	Burleigh	134′ x 33′ x 6′ 0″ to 8′ 0″	"	"
1	"	Young's point.	134′ x 33′ x 5′ 0″ to 14′ 0″	"	"
1	"	Peterborough .	134′ x 33′ x 5′ 0″ to 10′ 0″	"	"
1	"	Hastings	134′ x 33′ x 7′ 0″ to 10′ 6″	"	"
1	"	Chisholms . ..	134′ x 33′ x 5′ 0″ to 8′ 6″	"	
13					

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881

Length of canal	About 2,400 feet.
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	4 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Bearharnois. These were:—

COTEAU DU LAC CANAL.

Construction commenced	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:—

BURLINGTON BAY CANAL.

Construction commenced	1825
" completed	1832

DESJARDINS CANAL.

Construction commenced	1826
" completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was 7½ feet.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Intermediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile	Cape Whittle	Gulf of St. Lawrence	240	240
Cape Whittle	West Point, Anticosti	„	201	441
West Point, Anticosti	Father Point	River St. Lawrence	202	643
Father Point	Rimouski	„	6	649
Rimouski	Bic	„	12	661
Bic	Isle Verte	„	39	700
Isle-Verte (opp. Saguenay)	Quebec	„	126	826
Quebec	Three Rivers	„ to tide-water.	74	900
Three Rivers	Montreal	„	86	986
Montreal	Lachine	Lachine Canal	8½	994½
Lachine	Cascade Point	Lake St. Louis	16	1,009¾
Cascade Point	Coteau Landing	Soulanges Canal	14	1,021
Coteau Landing	Cornwall	Lake St. Louis	30	1,053¾
Cornwall	Dickinson's Landing	Cornwall Canal	11½	1,065¼
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070¼
Farran Point	Upper end of Croyle's Island	Farran's Point	¾	1,071
Upper end Croyle's Island	Williamsburg or Morrisburg	River St. Lawrence	10½	1,081½
Williamsburg	Rapide Plat	Rapide Plat Canal	4	1,085½
Rapide Plat	Point Iroquois Village	River St. Lawrence	4½	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu-Ile	Point Cardinal, Edwardsburg	Junction Canal	2⅝	1,095⅝
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097⅝
Galops Rapids	Prescott	River St. Lawrence	7⅜	1,105
Prescott	Kingston	„	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	26¾	1,360¾
Port Colborne	Amherstburg	Lake Erie	232	1,592¾
Amherstburg	Windsor	River Detroit	18	1,610¾
Windsor	Foot of St. Mary's Island	Lake St. Clair	25	1,635¾
Foot of St. Mary's Island	Sarnia	River St. Clair	33	1,668¾
Sarnia	Foot of St. Joseph Island	Lake Huron	270	1,938¾
Foot of St. Joseph's Island	Foot of Sault Ste. Marie	River Ste. Marie	47	1,985¾
Sault-Ste. Marie	Head of Sault Ste. Marie	Sault Ste. Marie Canal	1	1,986¾
Head of Sault Ste. Marie	Point aux Pins	River Ste. Marie	7	1,993¾
Pointe aux Pins	Port Arthur	Lake Superior	266	2,259¾
Port Arthur to Lake Shebandowan			45	
Lake Shebaudowan to North-west Angle			312	
North-west Angle to Winnipeg			95	
Pointe aux Pins to Duluth			390	

Of the 2,259¾ miles from the Straits of Belle-Ile to the head of Lake Superior, 73½ miles are artificial navigation, and 2,188¾ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

„ „ Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee, 442 miles.

TABLE of distances of Stations between the cities of Ottawa and Kingston.

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.			Dams.			Length of Artificial Canal at each Station in miles.
			No.	Lift at Low water.		No.	Length.	Height.	
		Miles.		Rise. Ft.	In.		Feet.	Feet.	
1	Ottawa........	0	8	82	0	3	230 1,320 1,616	13 33 14	
2	Hartwell's	4¼	2	22	0	..	100	28	4·00
3	Hogsback.	5½	2	13	6	1	320	60	
4	Black Rapids.	9½	1	10	0	1	300	12	0·13
5	Long Island....	14¾	3	27	0	3	850	68	0·13
6	Burritt's....	40¾	1	10	6	1	240	14	1·50
7	Nicholson.....	43¾	2	15	2	1	500	9	0·50
8	Clowes..........	44½	1	10	6	1	481	16	0·05
9	Merrickville....	46¾	3	25	0	1	150	6	0·33
10	Maitland.......	55	1	4	9	1	270	8	0·13
11	Edmunds..... .	59½	1	10	10	1	343	8	0·06
12	Old Slys..	60½	2	15	6	1	250	20	0·25
13	Smith's Falls.	61½	4	33	9	2	600	24	0·13
14	First Rapids or Poonamalie.... ...	64	1	7	9	1	260	5	1·25
15	Narrows.........	83¼	1	4	0	1	600	9	0·06
	Total rise at low water .	....		292	3				
				Fall					
16	Isthmus.....	87½	1	4	0	....	....	....	1·25
17	Chaffey..........	92	1	12	6	....	....	.. ...	0·13
18	Davis.........	94½	1	9	0	1	300	15	0·06
19	Jones' Falls	97¼	4	60	0	1	300	60	0·25
20	Brewer's Upper Mills.......	108¼	2	19	0	1	200	20	1·75
21	" Lower Mills.......	110	1	14	2	1	200	12	4·25
22	Kingston Mills..	120¼	4	46	8	1	6,042	14	0·25
23	Kingston...............	126¼	....	......	....	....	.... .	....	..
	Total fall at low water		...	165	4	....	... ...	....	.. ..
	Total		47	......	..	24	15,472	....	16·16

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CANAL STATISTICS FOR SEASON OF NAVIGATION, 1910.

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1910

(From sworn Returns furnished by the several Railway Companies)

A. W. CAMPBELL

Deputy Minister of the Department of Railways and Canals.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1910

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., &c., Governor General of Canada.

May it Please Your Excellency,

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Statistics for the year ended June 30, 1910,

GEO. P. GRAHAM,
Minister of Railways and Canals.

To the Honourable GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics for the year ended June 30, 1910.

This is the fourth report compiled from the new schedules which were put into force on July 1, 1906.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

Office of the Comptroller of Statistics,
Ottawa, November 15, 1910.

A. W. Campbell, Esq., C.E.,
Deputy Minister of Railways and Canals.

Sir,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1910.

Four years of experience with the classifications and schedules which were made effective in 1907 have made reporting railways reasonably familiar with the new method of accounting. The information gathered in this way is presenting a cumulative value as the bases of comparison widen.

It is with peculiar satisfaction I am able to report the prompt return of statistical schedules to the Department. This commendable spirit of co-operation on the part of railways has done much to expedite the heavy work of tabulation.

The figures subjoined reveal a year of marked progress in all the aspects of railway development in Canada.

MILEAGE.

The railway mileage of Canada was increased by 626·69 miles during the year 1910. Of this increase 519·12 miles were in the four western Provinces of Saskatchewan, Alberta, Manitoba and British Columbia.

The 24,730·86 miles of railway reported as being in operation on June 30 last, do not include a considerable mileage in actual operation, but officially regarded as 'under construction.' For example, while the Grand Trunk Pacific Railway is conducting a regular passenger and freight service over that portion of its line between Winnipeg and Edmonton, as well as a freight service between Fort William and Winnipeg, a distance of more than 900 miles, not a mile of that system is included in the total just indicated. It might, in fact, be fairly assumed that 1,500 miles of additional railway are really available throughout the Dominion, although returned as technically unfinished.

As you are aware, the Department is frequently asked for specific information with respect to the number of miles of railway under construction in Canada. It is always impracticable to give a satisfactory answer. The term 'under construction' is too comprehensive. It covers the work of railway building all the way from the preliminary survey to the driving of the last spike. Assuming, however, that construction implies the active prosecution of positive work toward a completed railway, it is estimated that at least 4,500 miles of line were thus under way on June 30 last.

The record of railway mileage in Canada since 1835 is as follows:—

Year.	Miles in operation.	Year.	Miles in operation.
1835	0	1873	3,832
1836	16	1874	4,331
1837	16	1875	4,804
1838	16	1876	5,218
1839	16	1877	5,782
1840	16	1878	6,226
1841	16	1879	6,858
1842	16	1880	7,194
1843	16	1881	7,331
1844	16	1882	8,697
1845	16	1883	9,577
1846	16	1884	10,273
1847	54	1885	10,773
1848	54	1886	11,793
1849	54	1887	12,184
1850	66	1888	12,163
1851	159	1889	12,628
1852	205	1890	13,151
1853	506	1891	13,838
1854	764	1892	14,564
1855	877	1893	15,005
1856	1,414	1894	15,627
1857	1,444	1895	15,977
1858	1,863	1896	16,270
1859	1,994	1897	16,550
1860	2,065	1898	16,870
1861	2,146	1899	17,250
1862	2,189	1900	17,657
1863	2,189	1901	18,140
1864	2,189	1902	18,714
1865	2,240	1903	18,988
1866	2,278	1904	19,431
1867	2,278	1905	20,487
1868	2,270	1906	21,353
1869	2,524	1907	22,452
1870	2,617	1908	22,966
1871	2,695	1909	24,104
1872	2,899	1910	24,731

The railway mileage for 1910 was distributed by Provinces as follows:—

—	Miles.	Increase.
Ontario	8,230·25	1·14
Quebec	3,794·94	132·00
Manitoba	3,220·62	15·32
Saskatchewan	2,931·90	300·56
Alberta	1,488·42	166·90
British Columbia	1,832·28	36·34
New Brunswick	1,521·65	....
Nova Scotia	1,350·56	·03
Prince Edward Island	269·33	....
Yukon	90·91	....
Total	24,730·86	626·86

The growth of railway mileage by Provinces during the past four years is shown in the following table:—

——	1907.	1908.	1909.	1910.
Ontario	7,638	7,933	8,229	8,230
Quebec	3,516	3,574	3,663	3,795
Manitoba	3,074	3,111	3,205	3,221
Saskatchewan	2,025	2,081	2,631	1,488
British Columbia	1,686	1,733	1,796	1,832
New Brunswick	1,503	1,509	1,547	1,522
Nova Scotia	1,329	1,344	1,351	1,351
Prince Edward Island	267	267	269	269
Yukon	91	91	91	91

CORRECTION.

The growth of railway mileage by Provinces during the past four years, as shown on page VIII, should read as follows :—

	1907	1908	1909	1910
Ontario	7,638	7,933	8,229	8,230
Quebec	3,516	3,574	3,663	3,795
Manitoba	3,074	3,111	3,205	3,221
Saskatchewan	2.025	2,081	2,631	2,932
Alberta	1,323	1,323	1,321	1,488
British Columbia	1,686	1,733	1,796	1,832
New Brunswick	1,503	1,509	1,547	1,522
Nova Scotia	1,329	1,344	1,351	1,351
Prince Edward Island	267	267	269	269
Yukon	91	91	91	91

J. L. PAYNE,
Comptroller of Statistics.

The decrease of 25 miles in New Brunswick is due to the elimination of the Albert Southern Railway, which has not been operated for many years.

During the year 1910 there were added 79·43 miles of second track, while yard track and sidings were increased by 393·47 miles. These additions have an important relationship to transportation facilities as a whole. The record in this regard since 1907 is as follows:—

——	1907.	1908.	1909.	1910.
Double track	1,067	1,211	1,461	1,543
Yard track and sidings	4,092	4,546	4,761	5,155

It will be seen that during the past four years there has been an increase of 2,279 miles of main line, 476 miles of second track, and 1,063 miles of yard track and sidings—a total of 3,818 miles.

Combining main line, second track and yard track and sidings, following is the result for the past four years:—

Year.	Miles.	Increase
1907	27,967	
1908	29,068	1,101
1909	30,667	1,599
1910	31,767	1,100

RAILWAY CAPITAL.

During the year $101,816,271 was added to the capital liability of Canadian railways, of which $40,022,740 was represented in stocks and $61,793,531 in funded debt. The total of outstanding obligations was $1,410,297,687.

Comparing 1909 and 1910, the result is as follows:—

——	1909.	1910.	Increase.
	$ cts.	$ cts.	$ cts
Stocks	647,534,647	687,557,387	40,022,740
Funded debt	660,946,769	722,740,300	61,793,531
Total	1,308,481,416	1,410,297,687	101,816,271

The funded debt of 1910 was divided under the following heads:—

Bonds	$696,677,305
Miscellaneous obligations	8,365,077
Income bonds	5,036,546
Equipment trust obligations	12,661,372
Total	$722,740,300

Details with respect to the distribution of the above stock and bond liability by railways will be found in Table 4.

It has been the quite natural practice of those who have sought to measure the capital liability of Canadian railways to add to the stock and bond issues the cost of

Government railways, as well as the amount received by way of cash subsidy, and to divide the aggregate thus obtained by the main line, or single track, mileage. The so-called capital cost per mile was thus obtained. This has always been regarded as a convenient method of comparing the capital liability of railways in different countries, and, whenever the bases of the calculation have been identical, it was satisfactory; but, when applied to Canada, it has produced a wholly misleading result.

If to the $1,410,297,687 of stock and bond liability indicated above is added the $190,753,063 shown in Table 5 to have been received by railways as cash aid, a total of $1,601,050,750 is had. That sum, divided by the 24,731 miles of main line in Canada, gives a capital liability of $64,747 per mile. This, however, would be a delusive result, for the sufficient reason that both the capital liability and the railway mileage are exaggerated. Let these two factors be dealt with separately.

First, as to capital liability: It was pointed out in the reports of 1908 and 1909 that a very considerable volume of practically extinct stock and bond obligations was being shown in the annual returns of railways. Smaller roads had in many instances been absorbed by the larger, and, notwithstanding the fact that this absorption involved the purchase of the stocks and bonds of the former by the issue of similar pledges by the latter, the capital liability of both corporations was reported to the Department. That is to say, the A B & C Railway Company, having bought the stocks and bonds of the D E & F Railway Company by issuing new stocks and bonds of its own, and thus coming into possession of the property, returned its own increased liability and that of the absorbed corporation as though both were alive. Obviously, the liability of the acquired railway should be cancelled, and not any longer regarded as representing an actual obligation, although the certificates might be in the vault of the purchasing company. Such would be the practice in everyday commerce. If A obtained possession of a promissory note for $100 made by B by giving one of his own for a like amount, the transaction would not be said to involve an obligation of $200.

There are also a considerable number of railways included in Table 4 which, while having outstanding issues of stocks and bonds, have not passed beyond the construction stage. The case of the Grand Trunk Pacific will serve as an illustration of this class. Until a definite mileage is attached to such roads, the only practicable course is to leave out of the calculation the whole of the capital liability. Then, there are lines of railway which are subsidiary to larger corporate interests, as, for example, the Sydney and Louisburg. In that instance, the stocks and bonds attaching to that road are not given in Table 4, for the reason that they are included in the total capitalization of the Dominion Coal Company, and it has been found impossible thus far to obtain a separation of accounts. Several railways, like the Albert Southern, have not been in operation for a long period of years, and both the property rights and the capital liability may be regarded as dead.

Without further reference to special conditions, let it be said that an earnest effort has been made to ascertain what deduction, for the reasons indicated, should be made from the total capital liability of Canadian railways. Without giving the details, the amount has been fixed at $226,298,988. When this is subtracted from the $1,410,297,687 given above, the aggregate capital liability is reduced to $1,183,998,699.

Second, as to mileage: There are in the Dominion 2,043·84 miles of Government owned and operated railway, against which neither stocks nor bonds are outstanding. There are also 75·36 additional miles of line to which no capital liability is attached in Table 4. These two items make a total of 2,119·20 miles, which should be deducted, for the purpose of the present calculation, from the 24,731 given as the total railway mileage on a preceding page.

Dividing 22,612 miles of railway into a total capitalization of $1,183,998,699, we have $52,361 as the quotient. That is the actual outstanding capital liability per mile against railways in Canada.

It is quite impracticable to ascertain what has been the actual cost of Canadian railways. The cost as represented in stocks and bonds is one thing, and the actual cost quite another. Exchanges of ownership and the destruction of early records have, in many instances, utterly lost to reporting roads the facts with respect to primary expenditures. Nevertheless, during the current year an earnest effort will be made to gather together whatever data are available under that head.

To make an appraisement of the physical value of existing lines would be a stupendous task, and it would also be exceedingly costly. It is doubtful if the results would justify the outlay. With an outstanding liability equal to $52,361 per mile, there could not be any suspicion of general over-capitalization of railways in Canada. Taking the latest available statistics with regard to the capital obligations attaching to railways in other countries, the following comparison is instructive:—

—	Capital liability.	Per mile.
	$	$
Great Britain	6,382,296,742	275,040
Germany	3,903,848,400	109,788
France	3,447,466,000	139,390
Belgium	430,800,000	169,806
United States	13,508,711,173	57,976
Victoria	210,244,578	60,225
New South Wales	22,721,478	136,876
Canada	1,183,998,699	52,361

The facts in relation to the cost of Government owned and operated railways in Canada are readily available, and they show the following situation:—

—	Miles of line.	Capital cost.	Cost per mile.
		$	$
Intercolonial	1,450	92,273,074	63,636
Prince Edward Island	267	8,465,365	31,705
Temiskaming and N. Ontario	266	15,315,672	57,577
New Brunswick C. and Railway	58	1,964,640	33,873

AID TO RAILWAYS.

No one may say to what extent the construction of railways in Canada has been aided. Assistance has taken three forms—cash subsidies, land grants and guarantees. The amount of cash paid by the Dominion and Provincial Governments, as well as by municipalities, has been definitely ascertained; but beyond that it is impracticable to carry the account. The number of acres of land granted and the total of guarantees given have been made up; but the precise money value of these concessions is unknown.

During the year 1910, cash subsidies to the amount of $1,789,723 were paid, as follows:—

By the Dominion	$1,382,192
By the Provinces	248,531
By Municipalities	159,000
	$1,789,723

The account respecting cash subsidies now stands as follows:—

Year.	Dominion.		Provinces.		Municipalities.	
	$	cts.	$	cts.	$	cts.
1876	*18,564,352	37	4,203,240	43	5,426,505	70
1877	16,235,185,	33	4,338,498	02	5,689,299	31
1878	26,438,914	96	14,292,002	29	7 224,578	63
1879	26,438,914	96	14,593,001	91	7,450,978	63
1880	32,761,920	65	17,639,206	60	8,313,944	63
1881	37,629,207	33	*a*16,676,266	29	7,494,944	63
1882	37,731,208	33	17,044,628	91	8,809,944	63
1883	49,548,639	93	18,342,102	80	9,162,552	94
1884	†78,123,918	18	19,836,055	93	9,934,556	94
1885	92,762,967	17	19,137,719	93	12,472,450	43
1886	87,426,814	52	19,338,679	93	12,599,292	43
1887	91,228,674	03	21,204,993	01	12,812,836	43
1888	*c*90,614,574	40	23,342,758	82	13,144,224	43
1889	91,888,491	21	24,036,306	80	13,461,224	43
1890	93,889,277	76	25,086,285	41	13,709,624	43
1891	96,529,524	07	25,731,965	43	13,817,509	43
1892	97,601,639	53	26,997,435	78	13,981,247	99
1893	100,422,165	09	28,229,355	49	14,017,956	99
1894	102,087,290	06	29,368,697	75	14,178,610	99
1895	‡103,451,148	93	29,727,512	63	14,180,686	99
1896	101,961,763	91	30,055,946	30	14,494,756	99
1897	102,458,434	71	31,171,346	65	15,520,867	99
1898	103,878,261	66	31,495,555	48	15,660,667	99
1899	107,030,639	24	31,656,725	57	17,740,668	59
1900	107,760,795	70	31,310,170	06	15,884,542	16
1901	110,225,503	43	32,395,522	67	16,310,253	16
1902	112,324,091	13	33,145,320	84	16,465,601	03
1903	113,791,113	47	32,809,728	41	16,551,044	06
1904	115,875,668	31	34,496,917	84	17,157,810	19
1905	117,145,511	67	40,415,630	27	17,198,211	48
1906	118,474,316	04	43,278,022	12	17,125,163	98
1907	128,827,648	77	*b*35,123,130	80	17,346,633	34
1908	133,049,376	07	35,191,414	80	17,430,945	04
1909	135,549,987	71	35,588,526	15	17,824,823	60
1910	*d*146,932,179	71	35,837,069	16	17,983,823	60

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.
†Included loan $29,880,912 to C. P. Railway; not reported later.
*c*Eastern extension $1,284,495.76 now included in I. C. Railway.
‡Incorrect total of $2,394,000 shown to the North Shore Railway.
*a*Decrease of $1,044,000 by N. B. Government to St. John and Maine Railway.
*b*This amount does not include the cost of the Temiskaming and Northern Ontario Railway ($10,570,549) as formerly.
*d*This includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of Chap. 19 of the Statutes of 1909.

Following is an analysis of the cash subsidies paid by the various Provinces since 1875:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick,	British Columbia.	Manitoba.	Totals.
	$ cts,	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875							
1876	1,884,719 43	228,521 00		2,000,900 00			4,203,240 43
1877	1,838,677 02	336,821 00		2,163,000 00			4,338,498 02
1878	2,229,639 02	1,192,013 27	818,750 00	2,730,000 00			6,970,402 29
1879	2,549,639 02	1,192,013 27	818,750 00	2,730,000 00			7,290,402 29
1880	2,982,037 02	1,415,493 27	818,750 00	2,754,000 00			7,970,280 29
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1882	3,702,537 02	1,600,992 27	823,330 00	2,763,665 00			8,890,524 29
1883	3,792,611 69	2,116,540 11	823,330 00	2,763,665 00			9.496,146 80
1884	4,012,908 02	2,186,125 91	1,578,601 00	3,180,465 00			10,958,099 93
1885	4,504,984 52	2,428,239 41	1,628,601 00	3,466,165 00			12,027,989 93
1886	5,983,985 52	2,705,714 41	1,628,601 00	3,475,165 00		386,250 00	14.179,715 93
1887	5,984,007 52	3,276,071 81	1,653,902 68	3,865,165 00		1,895,000 00	16.674,147 01
1888	5,984,007 52	4,708,319 41	1,654,776 13	4,243,098 89	37,500 00	1,945,000 00	18,572,701 95
1889	5,984,007 52	4,784,105 41	1,913,495 09	4,261,245 10	37,500 00	1,981,000 00	18,961,353 12
1890	6,014,015 52	5,166,365 33	1,952,195 87	4,280,965 84	37,500 00	2,380,690 00	19,831,732 56
1891	6.069,565 12	6,237,866 03	2,005,865 87	4,311,385 18	37,500 00	2,390,690 00	21,052,872 20
1892	6,171,181 44	7,583,060 76	2,099,404 77	4,365,355 71	37,500 00	2,390,690 00	22.647.192 68
1893	6,391,932 74	7,864,561 83	2,121,944 55	4,425,281 81	37 500 00	2,623,286 77	23,464,507 70
1894	6,402,738 24	9,345,115 38	2,125,344 55	4,432,481 81	37,500 00	2,625,561 77	24,968,741 75
1895	6,747,685 24	9,984,348 09	2,158,847 10	4,453,800 00	37,500 00	2,625,561 77	26,007,742 20
1896	6,932,388 24	10,072,942 06	2,208,847 10	4,455,780 00	37,500 00	2,625,561 77	26,333,019 17
1897	7,119,065 63	10,859,484 01	2,258,847 10	4,462,670 71	37,500 00	2,625,561 77	27,363,129 22
1898	7,200,003 59	11,100,334 88	2,304,847 10	4,499,010 71	37,500 00	2,625,561 77	27,767,258 05
1899	7,281,129 63	11,206,833 10	2,304,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1900	7,406,992 59	11,217,864 63	2,304,847 10	4,529,040 71	37,500 00	2,789,061 77	28,285,306 80
1901	7,819,928 65	11,590,489 84	2,522,847 10	4,529,040 71	37,500 00	2,796,837 02	29,296,643 32
1902	8,392,817 69	11,995,282 16	2,582,847 10	4,542,939 71	37,500 00	2,796,888 02	30,348,274 68
1903	8,418,577 69	11,995,285 66	2,811,829 92	4,542,939 71	37,500 00	2,864,061 77	30,670,194 75
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1905	8,562,504 47	12,259,285 66	3,991,192 75	4,580,934 71	37,500 00	2,872,887 02	32,304,304 61
1906	8,737,722 41	12,304,470 16	4,425,267 20	4,585,537 71	121,135 00	2,872,887 02	33,047,019 50
1907	8,739,796 04	12,304,470 16	6,274,498 20	4,616,237 71	127,135 00	2,872,887 02	34,935,024 13
1908	8,783,296 04	12,304,470 16	6,324,400 75	4,707,486 71	780,209 00	2,872,887 02	35,772,749 68
1909	9,038,296 03	12,328,196 52	6,336,788 75	4,807,486 71	786,209 00	2,878,887 02	36,169,861 03
1910	9,189,616 01	12,328,196 52	6,384,299 75	4,851,486 71	792,209 00	2,878,887 02	36,424,395 01

The cash aid given by municipalities is shown, by Provinces, in the following table:—

Year.	Ontario.		Quebec.		Nova Scotia.		New Brunswick.		British Columbia.		Manitoba.		Northwest Territories.		Totals.	
	$	cts.	$	cts.	$	cts.	$	cts.	$	cts.	$	cts	$	cts.	$	cts.
1875	3.774.620	13	513.000	00	....		127.500	00	....		....		....		4,415,120	13
1876	4.660.505	70	513,000	00	....		210.500	00	....		....		....		5.384,005	70
1877	4.748.299	31	635.000	00	....		223.500	00	....		....		....		5.606.799	31
1878	5.085.434	01	1.323.144	62	175.000	00	293.500	00	....		....		....		6.877.078	63
1879	5.407.934	01	1.532.044	62	175,000	00	293.500	00	....		....		....		7.408.478	63
1880	5,988.300	01	1,854,144	62	175,000	00	293.500	00	....		....		....		8,310.944	63
1881	5.988,300	01	1.864.144	62	250.000	00	293.500	00	....		....		....		8.395,944	63
1882	6.673.300	01	1.864,144	62	250,000	00	293.500	00	....		....		....		9.080,944	63
1883	6.948.411	32	2,125.144	62	250,000	00	293.500	00	....		....		....		9.617.055	94
1884	7.178.411	32	2.150,144	62	250.000	00	296.500	00	....		....		....		9,875.055	94
1885	8,027.805	81	2.195.144	62	250.000	00	296.500	00	....		265.000	00	....		11.034.450	43
1886	8,027.805	81	2.255.986	62	250,000	00	296.500	00	....		480.600	00	....		11.310.892	43
1887	8,055,305	81	2.380.986	62	250.000	00	296,500	00	37,500	00	480.600	00	....		11.500.892	43
1888	8,055.305	81	2.495.144	62	250.000	00	296,500	00	37.500	00	490.600	00	....		11.625.050	43
1889	8,055.305	81	2,569.818	62	250.000	00	296.500	00	37.500	00	490.600	00	....		11.699.724	43
1890	8,085.305	81	2.626.318	62	250,000	00	296,500	00	37.500	00	490.600	00	....		11.786.224	43
1891	8.120.305	81	2.644.418	62	277.685	00	336,500	00	37.500	00	490,609	00	....		11.907.009	43
1892	10.261.244	37	2,735,714	62	277.685	00	336.500	00	37.500	00	490.600	00	....		14,139.243	99
1893	10.289.453	37	2,840,718	62	277,685	00	336.500	00	37.500	00	490.600	00	....		14.272,456	99
1894	10,391.607	37	2.840.718	62	277.685	00	336,500	00	37.500	00	490.600	00	....		14,374.610	99
1895	10,393.683	37	2.840.718	62	277.685	00	336,500	00	37,500	00	490.609	00	....		14.376,686	99
1896	10.480.753	37	2.840,718	62	277,685	00	336.500	00	37.500	00	490.600	00	....		14.463.756	99
1897	11.890.364	37	2,865,718	62	281.685	00	336.500	00	37.500	00	490.600	00	....		15.902.367	99
1898	11.916.164	37	2.865.718	62	281.685	00	336.500	00	37.500	00	490,600	00	....		15.928.167	99
1899	11.971.164	37	2.865.718	62	281,685	00	336,500	00	37.500	00	490.600	00	22,261	29	16.005.429	28
1900	12.050.164	37	2,865.718	62	370.559	17	336.500	00	37.500	00	490.600	00	22,261	29	16.173.303	45
1901	12.102.164	37	2,942.929	62	370.559	17	336.500	00	37.500	00	490.600	00	22.261	29	16.302.514	45
1902	12.163.164	37	3,118.519	20	370.559	17	336.500	00	37.500	00	490,600	00	22,261	29	16.539.104	03
1903	12.189.104	80	3.118.519	20	456.559	17	336.500	00	37,500	00	490,600	00	22.261	29	16.651,044	46
1904	12.862.147	80	3.125,727	17	471.898	10	336.500	00	37,500	00	490,600	00	22,261	29	17.346.634	36
1905	12.930.290	18	3.126.036	08	471.898	10	341.500	00	37,500	00	490.600	00	22.261	29	17.420.085	65
1906	12.961.290	18	3.126.036	08	471.898	10	341.500	00	162.952	.50	490.600	00	22.261	29	17.576.538	15
1907	12.966.197	80	3,127,536	08	481,898	10	341.500	00	171,952	50	490.600	00	22.261	29	17,601,945	77
1908	12.983.079	24	3.137.536	08	481.898	10	341.500	00	180.952	50	490.600	00	22.261	29	17,637,827	21
1909	13.161.075	63	3,137.536	08	481.898	10	341.500	00	189,952	50	490,600	00	22.261	29	17,824,823	60
1910	13,311,075	63	3,137,536	08	481.898	10	341.500	00	198.952	50	490.600	00	22,261	29	17.983.823	60

In order that the foregoing statement with respect to cash subventions may be better understood, the following divisions of the account are presented:—

DOMINION.

Cash subsidies	$78,410,272 58
Loans	25,576,533 33
Cost of lines handed over to C. P. R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Total	$146,932,179 71

PROVINCES.

Cash subsidies	$32,787,030 16
Loans	2,750,030 00
Subscriptions to shares	300,000 00
Total	$35,837,060 16

MUNICIPALITIES.

Cash subsidies	$12,739,824 98
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$17,983,823 60

LAND GRANTS.

The account in relation to land grants stood as follows on June 30 last:—

—	Acres.
By the Dominion	32,040,378
By the Province of Quebec	13,324,950
By the Province of British Columbia	8,119,221
By the Province of New Brunswick	1,647,772
By the Province of Nova Scotia	160,000
Total	55,292,321

An analysis of the land grants of the Dominion gives the following result:—

—	Acres.
Alberta Railway and Irrigation Co. (formerly Northwest Coal and Navigation Co)	1,114,368
Calgary and Edmonton Railway Co	1,895,445
Canadian Northern Railway Co, (from point on C.P. R. to Hudson Bay) Canadian Northern Railway Co. (formerly Lake Manitoba and Canal Co.)	3,458,675
Canadian Pacific Railway Co. (main line)	18,237,701
C. P. R. Pipestone Extension, Souris Branch	278,818
C. P. R. Souris Branch	1,422,966
Great Northwest Central Railway Co. (formerly Northwest Central Railway Co.)	320,000
Manitoba and Northwestern Railway Co	1,501,376
Manitoba Southeastern Colonization Railway	1,399,640
Manitoba and Southeastern Railway Co	682,412
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	1,630,097
Saskatchewan and Western Railway Co	98,880
Total	32,040,378

As has been said, it is quite impracticable to assign any money value to the above land grants. In the case of the Province of Quebec it has been the policy of Government to present to grantees the option of taking the land or receiving a sum equal to 52 cents per acre in lieu thereof. In practically every instance the cash option has been taken; so that of the 13,324,950 acres primarily granted by that Province, but a small number, if any, has been actually alienated. On the other hand, as indicating the value of land grants by the Dominion, last year the Canadian Pacific Railway Company sold 975,030 acres of land at an average price of $14.84 per acre.

GUARANTEES.

It would seem that within recent years a preference for aid in the form of guarantees, as against cash or land subventions, has arisen among the promoters of railway enterprises. At all events, the volume of such obligations has increased very rapidly since 1903, and on June 30 last the situation was as follows:—

DOMINION.

1. The Canadian Northern Railway Company, Cap. 7, 3 Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, Cap. 11, 7 and 8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s 9d sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half-yearly.

3. The Grand Trunk Pacific Railway Company, Cap. 24, 4 Edward VII (1904).

The guarantee is for a sum equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental Railway, but not exceeding $13,000 per mile in respect of the Prairie Section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The amount represented by the above guarantees is £10,745,874 or $52,439,865.

MANITOBA.

To the Canadian Northern Railway Company:

Main and branch lines in Manitoba	$12,154,073 33
Winnipeg terminals	3,000,000 00
Ontario Division (line to Port Arthur)	5,745,586 67
Total	$20,899,660 00

ALBERTA.

The outstanding guarantees of this province on June 30, 1910, amounted to $25,743,000, divided as follows:—

Canadian Northern Railway Company	$11,960,000
Grand Trunk Pacific Branch Lines Co	6,383,000
Alberta and Great Waterways Co	7,400,000
Total	$25,743,000

SASKATCHEWAN.

To the Canadian Northern Railway Company—at the rate of $13,000 per mile on 730 miles of branch lines—$9,490,000.

To the Grand Trunk Pacific Branch Lines Company—at the rate of $13,000 per mile on 193 miles—$2,509,000.

Total amount of guarantees—$11,999,000.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

Halifax and Southwestern—A loan of $13,500 per mile, which, on a total of 372 miles, would amount to $5,022,000, secured by mortgage, with the right to take over and sell or operate the property in case default is made in the terms of the covenant.

BRITISH COLUMBIA.

Shuswap and Okanagan—Guarantee of interest on $1,249,760 for 25 years at 4 per cent.

Victoria and Sidney—Guarantee of interest on $300,000 for 25 years at 2 per cent.

Nakusp and Slocan—Guarantee of principal and interest on bonds aggregating $647,072 for 25 years at 4 per cent.

Total guarantees—$2,196,832.

NEW BRUNSWICK.

On bonds of the New Brunswick Coal and Railway Company—$700,000.

QUEBEC.

On bonds of the Montreal and Western Railway Company—$476,000.

Summarizing the foregoing statements with respect to guarantees, the result is as follows:—

Dominion	$52,439,865
Manitoba	20,899,660
Alberta	25,743,000
Saskatchewan	11,999,000
Ontario	7,860,000
Nova Scotia	5,022,000
British Columbia	2,196,832
New Brunswick	700,000
Quebec	476,000
Total guarantees	$127,336,357

PUBLIC SERVICE OF RAILWAYS.

The public service of Canadian railways in 1910 was represented in the carrying of 35,894,575 passengers and 74,482,866 tons of freight. As compared with 1909, these figures show an increase of 3,211,267 passengers and 7,640,608 tons of freight.

The passenger and freight traffic of the Dominion for the past 36 years has been as follows:—

Year.	Passengers carried.	Tons of Freight, 2,000 lbs.	Year.	Passengers carried.	Tons of Freight, 2,000 lbs.
1875	5,190,416	5,670,837	1893	13,618,027	22,003,599
1876	5,544,814	6,331,757	1894	14,462,498	20,721,116
1877	6,073,233	6,859,796	1895	13,987,580	21,524,421
1878	6,443,924	7,883,472	1896	14,810,407	24,266,825
1879	6,523,816	8,348,810	1897	16,171,338	25,300,331
1880	6,462,948	9,938,858	1898	18,444,049	28,785,903
1881	6,943,671	12,065,323	1899	19,133,365	31,211,753
1882	9,352,335	13,575,787	1900	21,500,175	35,946,183
1883	9,579,984	13,266,255	1901	18,385,722	36,999,371
1884	9,982,358	13,712,269	1902	20,679,974	42,376,527
1885	9,672,599	14,659,271	1903	22,148,742	47,373,417
1886	9,861,024	15,670,460	1904	23,640,765	48,097,519
1887	10,698,638	16,356,335	1905	25,288,723	50,893,957
1888	11,416,791	17,172,759	1906	27,989,782	57,966,713
1889	12,151,105	17,928,626	1907	32,137,319	63,866,135
1890	12,821,262	20,787,469	1908	34,044,992	63,071,167
1891	13,222,568	21,753,021	1909	32,683,309	66,842,258
1892	13,533,414	22,189,923	1910	35,894,575	74,482,866

PASSENGER TRAFFIC.

As has been said, the number of passengers carried during the year 1910 was 35,894,575.

The number of passengers carried one mile was 2,466,729,664, an increase of 433,728,439 as compared with the preceding year.

The number of passengers carried one mile per mile of road was 99,742, representing an increase for 1910 in the density of passenger traffic of 15,400.

The number of passengers carried per mile of line was 1,451, an increase of 96 as compared with 1909. Since 1907 there has been an increase in railway mileage of 2,279 miles, while the number of passengers carried per mile of line has increased but 20—showing clearly that railway construction has proceeded more rapidly than has the development of passenger traffic.

The average revenue per passenger per mile was 1·866 cents. This rate was ·055 below the figures for 1909.

The aggregate passenger revenue was $46,018,879.56. This is strictly the result of ticket sales, apart from the earnings from the running of passenger trains, and which latter include mails, express and baggage. The total passenger earnings, representing income from all sources, was $52,956.218.51. Details will be found in Table 7.

The average number of passengers per train was 59, an increase of 8 over 1909.

The average passenger journey was 69 miles, as compared with 62 in the preceding year.

The average revenue per passenger—that is, from ticket sales—was $1.282. This was a gain over 1909 of ·087, which is not surprising in view of the increased length of the average passenger journey.

Passenger trains ran a total distance of 35,022,541 miles, or 2,726,811 more than in 1909. Mixed trains ran 6,441,440 miles, as against 7,061,580 in the preceding year.

The earnings per passenger train mile—using the aggregate earnings from ticket sales, mails, express, baggage, &c., as one of the factors—were $1·277, or ·127 better than in 1909.

All the above figures point to a marked improvement in the passenger situation during the year 1910.

Following is a complete summary of facts relating to passenger traffic:—

—	1907.	1908.	1909.	1910
Miles of railway	22,452	22,966	24,104	24,731
Number of passengers	32,137,319	34,044,992	32,683,309	35,894,575
Passengers carried one mile	2,049,549,813	2,081,960,864	2,033,001,225	2,466,729,664
Passengers one mile per mile of line	90,921	90,654	84,342	99,742
Passengers per mile of line	1,431	1,482	1,355	1,451
Average passenger journey (miles)	64	61	62	69
Average number of passengers per train	56	54	51	59
Passenger train mileage	30,220,461	31,950,349	32,295,730	35,022,541
Mixed train mileage	5,971,414	6,210,807	7,061,580	6,441,440
Earnings from ticket sales	$39,184,437	$39,992,503	$39,073,488	$46,018,880
Earnings from passenger service	$45,730,652	$46,854,158	$45,282,326	$52,956,219
Average receipts per passenger	$1·219	$1·174	$1·195	$1·282
Average receipts per passenger per mile (cents).	1·911	1·920	1·921	1·866

FREIGHT TRAFFIC.

The volume of freight traffic in 1910 was 74,482,866 tons—a gain of 7,640,608 tons over 1909, or 11·4 per cent.

The number of tons hauled one mile was 15,712,127,701, as compared with 13,160,567,550 in the preceding year.

The number of tons hauled one mile per mile of line was 635,321. This represented a betterment in the density of freight traffic over 1909 of 89,330 tons.

The average revenue per ton per mile, which is accepted as representing the freight rate earned by all railways combined, was .739 cent. This was .012 higher than the rate for 1909.

Revenue from freight amounted to $116,229,894.06—an increase of $20,515,110.65 over 1909. This was equal to 21·4 per cent. The gross freight revenue, which included earnings from other sources than the hauling of freight, was $117,497,604.03.

The revenue from freight was equal to $4,699.76 per mile of line. This represented the substantial increase of $728.85 per mile over the result for 1909.

The average number of tons hauled per freight train was 311—a gain of 33 tons over the preceding year.

The average number of loaded cars per freight train was also increased from 16·37 in 1909 to 18·15 in 1910.

The average number of tons per loaded freight car was 17·13, as against 16·98 in 1909.

The average haul of freight in 1910 was 211 miles—an increase in distance of 14 miles over 1909.

It is obvious from the figures in the five preceding paragraphs that (1) the freight earnings per mile of line, (2) the train load, (3) the loaded cars per train, (4) the car load, and (5) the length of the average haul, showed material increases in 1910.

Revenue freight train mileage increased from 40,304,900 in 1909 to 50,184,108 in 1910. Included in this latter figure are 6,441,440 of mixed train mileage.

In consonance with the expansion of freight traffic in 1910, the mileage of loaded cars increased from 775,543,414 to 910,858,711.

Summarizing the foregoing data into tabular form, and carrying the comparison back to 1907, the result is as follows:—

—	1907.	1908.	1909.	1910.
Tons hauled	63,866,135	63,071,167	66,842,258	74,482,866
Tons hauled one mile	11,687,711,830	12,961,512,519	13,160,567,550	15,712,127,701
Tons hauled one mile per mile of line	518,486	564,378	545,991	635,321
Average haul, miles	183	206	197	211
Freight train mileage	38,923,890	40,476,370	40,304,906	50,184,108
Mixed train mileage	5,971,414	6,210,807	7,061,580	6,441,440
Revenue from freight	$94,995,087	$93,746,655	$95,714,783	$116,229,894
Average tons per train	260	278	278	311
Average cars per train	16·92	16·04	16·37	18·15
Average tons per car	15·37	17·33	16·98	17·13
Average receipts per ton per mile, cent	·815	·723	·727	·739

Following is an analysis of the commodities which constituted the freight traffic of 1910 and the three preceding years:—

——	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture—				
Grain	5,776,731	5,270,935	6,837,506	7,435,573
Flour	1,402,386	1,565,008	1,758,894	1,916,934
Other mill products	654,179	836,877	1,156,071	1,037,282
Hay	803,918	643,695	861,265	1,084,966
Tobacco	10,042	23,235	26,462	40,880
Cotton	22,164	70,203	122,300	84,928
Fruit and vegetables	562,716	803,777	845,930	969,122
Other products of agriculture	289,525	183,237	354,835	321,666
Products of animals—				
Live stock	1,118,141	1,156,772	1,206,221	1,314,781
Dressed meats	400,900	455,580	554,984	546,791
Other packing house products	463,647	444,841	436,529	277,739
Poultry game and fish	128,432	151,100	175,081	154,820
Wool	23,472	33,318	37,236	28,814
Hides and leather	154,157	141,341	202,968	199,853
Other products of animals	180,517	89,407	194,468	242,208
Products of mines—				
Anthracite coal	1,635,628	3,735,141	4,600,514	7,498,509
Bituminous coal	11,805,060	12,320,584	11,647,728	9,166,572
Coke	547,303	845,702	1,061,829	1,384,254
Ores	2,209,860	2,953,353	3,147,487	3,636,607
Stone, sand, &c	2,083,336	2,538,333	3,096,416	4,084,968
Other products of mines	178,985	243,054	377,087	381,112
Products of forests—				
Lumber	7,542,475	10,317,541	7,759,393	7,302,037
Other products of forests	2,687,160	2,594,685	3,835,614	5,766,903
Manufactures—				
Petroleum and other oils	270,810	390,331	464,953	500,167
Sugar	232,620	451,641	701,319	617,231
Naval stores	1,674	3,742	22,509	37,007
Iron, pig and bloom	304,136	583,948	593,950	889,881
Iron and steel rails	190,380	628,988	446,678	717,081
Castings and machinery	231,159	858,914	897,849	1,189,214
Bar and sheet metal	87,958	353,802	337,866	568,901
Cement, brick and lime	1,393,792	1,421,678	1,789,994	2,254,934
Agricultural implements	223,664	281,834	306,724	434,928
Wagons, carriages, tools, &c	42,129	96,197	119,463	173,137
Wines liquors and beers	191,576	209,912	238,808	245,626
Household goods and furniture	256,208	269,299	301,401	388,631
Other manufactures	4,448,535	1,105,433	1,681,078	1,997,541
Merchandise	2,309,084	2,008,267	2,393,285	2,518,190
Miscellaneous	5,533,426	6,935,135	6,234,372	7,073,078

Separating the foregoing items into classes, and comparing the figures with those of preceding years the result is as follows:—

——	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022
Products of forests	10,229,635	12,912,226	11,595,007	13,068,940
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279
Merchandise	2,309,084	2,008,067	2,393,285	2,518,190
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078
Totals	56,497,885	63,019,900	66,827,067	74,482,866

In order that the relationship of each of these classes to the whole volume of freight traffic may be seen at a glance, the following table of percentages is presented:—

——	1907.	1908.	1909.	1910.
Products of agriculture	16·85	14·91	17·91	17·31
Products of animals	4·37	3·92	4·21	3·71
Products of mines	32·68	35·92	35·81	35·11
Products of forests	18·11	20·49	17·35	17·54
Manufactures	14·11	10·56	11·82	13·44
Merchandise	4·08	3·18	3·58	3·39
Miscellaneous	9·79	11·02	9·32	9·50

It will be observed that the first four classes, representing commodities moved for the most part in bulk, made up 73·67 per cent of the whole. The remaining 26·33 per cent showed a betterment over last year of 1·61 per cent. The chief gain was in manufactures.

Of the 74,482,866 tons of freight hauled, 42,279,812 were returned as 'originating on this road,' and 32,203,054 as received from connecting roads.

EARNINGS AND OPERATING EXPENSES.

The gross earnings of railways for the year 1910 were $173,956,217.13—a gain of $28,899,880.94 over 1909.

The operating expenses were $120,405,440.42, or $15,805,355.99 more than for the preceding year.

The ratio of operating expenses to gross earnings was 69·2. This result was 2·9 better than for 1909, and the lowest since 1902.

The following table gives the earnings and operating expenses for each year since 1875:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,775,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69·2

EARNINGS.

The net earnings for 1910 were $53,550,776.71, as compared with $40,456,251.76 for 1909. This was equal to a betterment of 32·3 per cent.

These net earnings were equal to $2,165.83 per mile of line, or $486.93 more than for 1909. In view of the added mileage during the year, which could not be expected to have the earning power of mileage which had been in operation for many years, this result must be regarded as highly satisfactory. It must also be borne in mind that in 1910 there were 24 railways in Canada which showed a deficit, or managed merely to make ends meet. These were for the most part small lines, practically subsidiary to trunk roads, and in some instances could scarcely be regarded as commercial railways.

Twelve roads showed net earnings amounting to $52,041,937, or 97 per cent of the total for all lines in Canada.

The gross earnings per mile of railway were $7,033.93—an increase as compared with the preceding year of $1,016.

The earnings per passenger train mile were $1.277, and per freight train mile $2.316.

A comparison of earnings per passenger train mile and freight train mile for the past four years yields the following result:—

Earnings.	1907.	1908.	1909.	1910.
	$	$	$	$
Passenger train mile	1·263	1·228	1·150	1·277
Freight train mile	2·069	2·008	2·041	2·316

The earnings per train mile—using the aggregate income and the total mileage of freight, passenger and mixed trains as factors—were $2·036. They were $1·816 in 1909.

The gross revenue for 1910, compared with 1909, came from the following sources:—

——	1909.	1910.
	$ cts.	$ cts.
Passengers	39,073,488 84	46,018,879 56
Mails	1,723,180 97	1,799,887 80
Express	3,561,170 96	4,143,837 52
Baggage, parlour cars, &c	924,485 50	993,613 63
Freight	96,685,076 23	117,497,604 03
Station and train privileges	493,895 13	679,061 12
Telegraphs, rents, &c	2,595,038 56	2,823,333 47
	145,056,336 19	173,956,217 13

The proportion which each of the earning divisions bore to the total is shown in the following table:—

	1909.		1910.	
—	$ cts.	Per cent.	$ cts.	Per cent.
Passenger service	45,282,326 27	31·21	52,956,218 51	30·44
Freight service	96,685,076 23	66·65	117,497,604 03	67·54
Station and train privileges, &c	493,895 13	·35	679,061 12	·39
Telegraph, rents and other sources	2,595,038 56	1·79	2,826,453 21	1·63
Total	145,056,336 19	....	173,956,217 13	....

The significance of the above proportions will be appreciated when it is pointed out that in the United States, for example, the earnings from freight reach 70·5; while in Great Britain the ratio falls as low as 50·5.

Following is an analysis of the several items which make up the earnings from passenger service:—

—	1907.	1908.	1909.	1910.
	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,184,437 64	39,992,503 11	39,073,488 84	46,018,879 56
Mails	1,626,704 64	1,670,120 90	1,723,180 97	1,799,887 80
Express	3,277,695 09	3,486,300 63	3,561,170 96	4,143,837 52
Other sources	1,641,814 92	1,705,234 33	924,485 50	993,613 63
Total	45,730,652 29	48,854,158 97	45,282,326 27	52,956,218 51

It will be observed that there has been a steady growth in the earnings from the carrying of mails and express matter.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,925,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	23,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	29,027,789
1883	10,538,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63,28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3,26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,622,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64,52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,396,145	3·53	4,716,823	4·91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467,198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

OPERATING EXPENSES.

The operating expenses for 1910 were $120.405,440.42, as against $104,600,084.43 in 1909. This increase of $16,805,355.99 was equal to 15·1 per cent.

The operating expenses represented $4,868.60 per mile of line—an increase of $529.07 over the preceding year.

Setting down the gross earnings and operating expenses perc mile side by side, the result for the past four years is as follows:—

—	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile.
	$ cts.	$ cts.	$ cts.
1907	6,535 64	4,620 90	1,914 73
1908	6,397 21	4,673 30	1,724 90
1909	6,017 89	4,339 53	1,678 40
1910	7,033 93	4,868 60	2,165 83

The cost of running a train one mile—which is ascertained by dividing the total train mileage into the operating expenses—was $1·409.

Again adopting parallel columns for purposes of convenient comparison, the earnings per train mile, and operating expenses per train mile, since 1899, have been as follows:—

—	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·944
1902	1·501	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·614	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1,409

It will be seen that while the earnings per train mile have increased 70·8 per cent during the past twelve years, the cost of running a train one mile has, within the same period, increased 80·8 per cent.

The distribution of operating expenses in 1910 and the preceding year was as follows:—

Operating Expenses.	1909.	Per cent.	1910.	Per cent.
	$ cts.		$ cts.	
Way and structures	21,153,274 46	20·22	27,035,603 46	22·45
Equipment	21,510,303 59	20·56	26,002,301 30	21·59
Traffic expenses	3,798,824 57	3·63	4,366,176 92	3·63
Transportation	54,284,587 41	51·89	58,928,170 74	48·94
General expenses	3,853,094 40	3·70	4,073,188 00	3·39

The above figures show quite clearly that the expenditure for the physical up-keep of railways was increased during 1910. The outlay on maintenance of way and structures and equipment was larger by $10,374,326.71, or 3·26 per cent, than in 1909. There was a reduction of 2·95 per cent in transportation, which rather points to economies in the hauling of traffic.

A comparison in detail of operating expenses, as between 1909 and 1910, is here given:—

Operating Expenses.	1909.		1910.	
	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.	
Maintenance of Way and Structure—				
Superintendence	759,240 98	·72	839,925 47	·70
Ballast	198,796 80	·19	415,078 44	·34
Ties	2,678,384 80	2·56	3,436,727 46	2·85
Rails	1,343,471 77	1·28	1,753,740 37	1·44
Other track material	1,084,342 40	1·03	1,141,231 29	·94
Roadway and track	8,469,429 03	8·09	11,683,918 50	9·70
Removal of snow and ice	1,139,937 37	1·08	968,916 50	·80
Tunnels	18,413 27	·01	17,528 99	·14
Bridges, trestles and culverts	1,603,291 03	1·53	2,048,471 72	1·70
Over and under grade crossings	37,179 87	·03	31,097 05	·02
Grade crossings, fences, &c	528,111 60	·49	614,400 97	·40
Snow fences and sheds	91,538 47	·08	81.225 86	·06
Signals and interlocking plants	131,419 79	·12	155,668 13	·13
Telegraph and telephone lines	246,934 48	·23	438,160 47	·36
Electric power transmission	4,646 36	·00	116,325 48	·09
Buildings, fixtures and grounds	2,241,319 79	2·14	2,461,761 72	2·04
Docks and wharfs	187,879 64	·17	167,519 61	·14
Roadway tools and supplies	238,798 60	·21	267,462 06	·22
Injuries to persons	42,563 21	·04	66,233 81	·05
Stationery and printing	40,519 73	·04	47,019 92	·04
Other expenses	25,741 90	·02	19,439 05	·01
Maintaining joint tracks, yards, &c., net balance	32,984 57	·03	120,340 85	·10
Maintenance of Equipment				
Superintendence	497,292 54	·47	565,442 79	·46
Steam locomotives, repairs	9,427,704 22	9·01	10,876,301 12	9·02
Steam locomotives, renewals	411,781 23	·04	585,978 33	·48
Electric locomotives, repairs	11,060 55	·01	....	....
Passenger train cars, repairs	2,595,472 23	2·48	3,486,546 88	2·89
Passenger train cars, renewals	158,959 43	·15	229,517 21	·19
Freight train cars, repairs	5,893,635 61	5·63	7,243,600 61	6·01
Freight train cars, renewals	879,717 84	·84	1,001,559 92	·83
Work equipment, repairs	454,543 08	·43	698,592 58	·57
Work equipment renewals	87,618 41	·08	141,530 79	·11
Floating equipment, repairs	44,111 84	·04	137,694 15	·11
Shop machinery and tools	761,738 82	·73	777,666 28	·64
Power plant equipment	7.119 51	·00	2,218 52	·00
Injuries to persons	33,614 04	·03	41,122 58	·03
Stationery and printing	64,883 49	·06	71,196 77	·05
Other expenses	121,201 13	·11	93,254 29	·07
Maintaining joint equipment at terminals—Cr	4,298 56	·00	....	....
Equipment loaned and borrowed—Dr	60,653 23	·05	41,117 49	·03
Traffic expenses—				
Superintendence	789,829 20	·75	873,134 66	·72
Outside agencies	1,630,331 55	1·55	1,980,700 23	1·64
Advertising	698,539 25	·66	804,392 81	·66
Traffic associations	74,397 04	·07	83,673 99	·06
Fast freight line	303,285 09	·29	224,655 69	·18
Industrial and immigration bureaus	18,856 06	·02	36,954 96	·03
Stationery and printing	278,799 24	·26	356,373 61	·29
Other expenses	4,787 14	·00	6,290 97	·00
Transportation expenses—				
Superintendence	1,258,246 56	1·20	1,327,856 06	1·10
Despatching trains	794,148 07	·76	796,991 87	·66
Station employees	7,144,573 81	6·83	8,315,042 55	6·90
Weighing and car service association	46,049 36	·04	56,701 82	·04
Coal and ore docks	19,909 99	·01	50,177 08	·04
Station supplies and expenses	798,021 05	·76	853,102 92	·71
Yardmasters and their clerks	374,334 16	·35	405,805 05	·33
Yard conductors and brakemen	1,533,070 52	1·46	1,849,942 79	1·53
Yard, switch and signal tenders	183,210 94	·17	193,013 69	·16
Yard supplies and expenses	71,682 94	·06	57,503 26	·04
Yard enginemen	1,144,827 42	1·09	1,299,915 93	1·07
Engine house expenses—yard	337,421 60	·32	377,954 92	·31
Fuel for yard locomotives	1,433,354 45	1·37	1,737,575 56	1·44
Water for yard locomotives	80,869 73	·07	86,510 94	·07
Lubricants for yard locomotives	31,159 05	·03	32,057 60	·02
Other supplies for yard locomotives	34,274 79	·03	40,807 38	·03
Operating joint yards, &c., balance—Dr	424,953 72	·40	477,543 27	·39

	1907.	Per cent.	1908.	Per cent.
	$ cts.		$ cts.	
Maintenance of ways and structures—				
Repairs of roadway	11,160,086 67	11·79	10,640,542 68	9·93
Renewals of rails	1,205,088 24	1·27	1,604,594 76	1·49
Renewals of ties	2,230,575 56	2·35	2,204,083 47	2·05
Repairs and renewals—bridges and culverts	1,408,552 02	1·48	1,465,753 45	1·37
" " fences, crossings, &c	481,129 18	·50	519,671 89	·49
" " buildings, &c	2,141,109 98	2·26	2,690,915 90	2·51
" " docks and wharfs	103,280 37	·10	167,017 45	·16
" " telegraph	265,183 58	·28	294,301 15	·27
Stationery and printing	30,599 20	·03	43,924 32	·04
Other expenses	78,663 70	·08	1,122,793 11	1·05
Maintenance of equipment—				
Superintendence	591,196 08	·62	621,032 61	·58
Repairs and renewals of locomotives	7,999,802 52	8·45	8,008,613 01	7·48
" " passenger cars	2,473,908 84	2·61	2,723,846 82	2·54
" " freight cars	6,933,574 61	7·32	6,855,843 98	6·40
" " work cars	146,148 39	·15	608,109 17	·57
" " marine equipment	33,221 35	·03	52,181 21	·05
" " shop machinery and tools	738,833 13	·78	779,160 38	·72
Stationery and printing	74,466 22	·07	77,384 68	·07
Other expenses	815,751 04	·86	523,535 96	·49
Conducting transportation—				
Superintendence	1,611,297 91	1·70	1,956,260 03	1·83
Engine and roundhouse men	7,814,573 02	8·25	9,471,240 67	8·84
Fuel for locomotives	15,137,504 48	15·99	17,718,468 24	16·54
Water supply for locomotives	656,730 03	·69	764,790 58	·71
Oil, tallow and waste for locomotives	409,397 18	·43	383,670 36	·36
Other supplies for locomotives	195,970 04	·20	313,146 02	·29
Train service	6,228,136 56	6·58	8,155,855 59	7·61
Train supplies and expenses	1,873,515 88	1·97	2,136,581 33	2·00
Switchmen, flagmen, &c	2,013,294 16	2·12	1,690,242 28	1·58
Telegraph expenses	2,562,478 44	2·70	1,757,495 05	1·64
Station service	5,634,176 10	5·95	6,748,608 03	6·30
Station supplies	671,972 51	·71	765,240 87	·71
Switching charges—balance	114,516 96	·12	319,186 77	·30
Car mileage—balance	1,156,891 46	1·22	1,467,775 90	1·31
Hire of equipment—balance	106,008 61	·11	115,250 52	·10
Loss and damage	892,937 26	·94	1,232,518 70	1·15
Injuries to persons	642,248 43	·67	758,011 23	·70
Clearing wrecks	426,784 63	·45	372,627 40	·35
Operating marine equipment	918,769 17	·97	1,138,272 64	1·06
Advertising	451,673 54	·47	571,387 92	·53
Outside agencies	1,180,134 05	1·24	1,500,272 23	1·40
Commissions	77,509 43	·08	365,588 35	·34
Stock yards and elevators	185,304 78	·19	171,887 17	·16
Rents for tracks, terminals, &c	542,199 81	·57	1,333,401 74	1·24
Rents for buildings, &c	202,031 61	·21	135,834 45	·12
Stationery and printing	603,426 93	·63	740,851 59	·69
Other expenses	236,885 82	·25	295,729 67	·28
General expenses—				
Salaries of general officers	723,956 74	·76	775,732 94	·72
Salaries of clerks, &c	918,157 19	·97	1,085,738 37	1·01
Genersl office expenses and supplies	195,204 97	·26	237,571 05	·22
Insurance	509,547 71	·53	615,638 68	·58
Law expenses	396,383 18	·41	445,076 69	·41
Stationery and printing	163,863 19	·17	161,271 64	·15
Other expenses	265,972 77	·28	386,499 27	·36

Owing to a change in classification, the details of operating expenses for 1907 and 1908 cannot be compared with the figures for 1909 and 1910: but the following statement will enable comparisons to be made in many essential items:—

—	1909.		1910.	
	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.	
Transportation expenses—				
Motormen	10,599 40	·01	....	.....
Road enginemen	6,305,369 08	6·02	6,891,165 42	5·72
Engine house expenses—road	2,075,177 82	1·98	2,125,418 22	1·77
Fuel for road locomotives	16,111,095 45	15·40	16,832,817 13	13·97
Water for road locomotives	746,594 70	·71	768,167 84	·63
Lubricants for road locomotives	245,976 65	·23	270,872 01	·22
Other supplies	287,462 54	·27	306,586 55	·25
Operating power plant	28,515 15	·02	175 48	·00
Road trainmen	6,584,565 63	6·29	7,247,121 40	6·01
Train supplies and expenses	2,201,549 18	2·10	2,428,155 75	1·94
Interlockers, block and other signals—operation of	223,370 27	·21	230,629 58	·19
Crossing flagmen and gatemen	117,726 84	·11	128,315 59	·10
Drawbridge operation	37,313 04	·03	41,167 50	·03
Clearing wrecks	330,212 24	·31	314,005 59	·26
Telegraph and telephone—operation	216,322 74	·20	237,189 55	·19
Operating floating equipment	331,446 35	·31	390,301 92	·32
Express service	6,532 66	·00	6,717 25	·00
Stationery and printing	479,151 53	·46	575,269 34	·48
Other expenses	238,914 58	·21	270,420 72	·22
Loss and damage—freight	1,004,774 74	·96	865,688 58	·71
" " baggage	21,973 64	·02	15,007 36	·01
Damage to property	163,483 71	·15	172,429 79	·14
" stock on right of way	59,626 02	·05	57,281 26	·05
Injuries to persons	657,011 14	·63	658,205 05	·54
Operating joint tracks—Dr	76,728 69	·07	88,462 03	·07
General expenses—				
Salaries and expenses of general offices	739,028 29	·07	754,158 00	·62
" " clerks and attendants	1,126,730 58	1·06	1,197,850 70	1·00
General office supplies and expenses	227,096 50	·21	193,026 52	·16
Law expenses	480,924 76	·46	511,659 98	·42
Insurance	593,060 31	·56	654,633 93	·54
Relief department expenses	29,941 71	·02	28,558 43	·02
Pensions	188,282 26	·18	181,255 41	·15
Stationery and printing	152,910 01	·14	177,661 48	·14
Other expenses	296,749 50	·27	360,756 97	·30
General administration joint tracks, &c.—Dr	18,370 48	·02	13,626 58	·01

Following is a summary of some of the more important items relating to earnings and operating expenses:—

—	1907.	1908.	1909.	1910.
	$	$	$	$
Gross earnings	146,738,214	146,918,313	145,056,336	173,956,217 13
Net earnings	42,989,537	39,614,171	40,456,251	53,550,776 71
Gross earnings per mile	6,535 64	6,397 21	6,017 89	7,033 93
Net earnings per mile	1,914 73	1,724 90	1,678 40	2,165 83
Earnings per passenger	1·219	1·175	1·195	1·282
" ton	1·472	1·486	1·432	1·560
" passenger train mile	1·263	1·228	1·150	1·277
" freight train mile	2·069	2·008	2·041	2·316
" train mile, all trains	1·875	1·791	1·816	2·036
Operating expenses	103,748,672	107,304,143	104,600,084	120,405,440 42
" per mile	4,620 90	4,672 30	4,339 53	4,868 60
Cost of running trains one mile	1·381	1·364	1·309	1·409

EQUIPMENT.

Following is a statement with respect to equipment on June 30, 1910:—

——	Number.	Increase.
Locomotives	4,079	110
Cars in passenger service	4,320	138
Cars in freight service	119,713	1,934
Cars in company's service	8,648	789

It will be seen there was a total of 132,681 cars in service. In addition, the returns show there were 71 locomotives and 1,729 cars under lease.

The growth of available equipment during the past four years, omitting cars in company's service, is shown in the following table:—

——	1907.	1908.	1909.	1910.
Locomotives	3,504	3,872	3,969	4,079
Freight cars	107,407	115,709	117,779	119,713
Passenger cars	3,642	4,026	4,192	4,320

The motive power has been assigned to the following services:—

Locomotives.	1907.	1908.	1909.	1910.
Passenger	964	1,122	1,056	1,090
Freight	2,206	2,392	2,539	2,601
Switching	334	358	374	388

The cars in passenger service have been of the following classes:—

Cars in Passenger Service.	1907.	1908.	1909.	1910.
First class	1,300	1,493	1,560	1,564
Second class	472	487	471	512
Combination	405	422	429	435
Emigrant	272	303	317	318
Dining	105	114	127	123
Parlour	63	63	60	69
Sleeping	212	236	261	283
Baggage, express and postal	782	873	926	979
Other	31	35	41	37
Total	3,642	4,026	4,192	4,320

The cars in freight service were divided, as to classes, as follows:—

Cars in Freight Service.	1907.	1908.	1909.	1910.
Box	68,149	72,863	74,477	75,983
Flat	20,477	21,759	21,188	20,769
Stock	4,817	5,047	5,518	5,528
Coal	10,358	11,616	11,721	12,680
Tank	132	197	197	195
Refrigerator	1,917	2,423	2,466	2,539
Other	1,557	1,804	2,212	2,019
Total	107,407	115,709	117,779	119,713

The 8,648 cars in company's service consisted of 89 officers' and pay, 2,645 gravel, 127 derrick, 1,895 caboose and 3,892 other cars.

The aggregate capacity of cars of the various classes in freight service is shown in the following statement:—

—	1907.		1908.		1909.		1910.	
	Number	Capacity in tons.	Number.	Capacity in tons.	Number.	Capacity in tons.	Number.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145	75.983	2,211,963
Flat	20.118	535,167	21,781	592,496	21,220	584,455	20,769	576,198
Stock	4,731	122,550	5,047	133,578	5,561	150,800	5,528	151,565
Coal	10,060	291,638	11,616	362,233	11,721	379,981	12,680	438,178
Tank	132	2,632	197	4,000	197	4,012	195	3,962
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085	2,539	73,520
Other	1,820	59,200	1,941	67,410	2,273	64,835	2.019	58,720
Total	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313	119,713	3,514,106

As indicating the tendency toward heavier units in the handling of freight traffic, it may be pointed out that the average capacity of box cars in 1907 was 27·6 tons, as compared with 29·1 in 1910. The returns also make it clear that the tractive power of locomotives has been materially increased within the same period.

The available supply of rolling stock per 1.000 miles of line has been computed as follows:—

Per 1,000 miles of line.	1907.	1908.	1909.	1910.
Locomotives	156	169	165	165
Freight cars	4,783	5,039	4,887	4,840
Passenger cars	162	175	174	174

The service performed by each freight car in 1910 was equivalent to the moving of 622 tons. This was better by 55 tons than the performance of 1909, and by 77 tons as compared with 1908. In this result is seen the effect of heavier units and the steady extension of double trackage.

Of the 132,681 cars of all classes, 125.831 were fitted with train brake. and 128,321 with automatic couplers.

TRAIN. CAR AND LOCOMOTIVE MILEAGE.

The mileage of revenue trains in 1910 was 85.409.241, as compared with 79,662,216 in 1909.

The mileage of non-revenue trains was 4.581.534. The special train mileage for the year amounted to 202,592.

Train mileage for the past four years has been classified as follows:—

—	1907.	1908.	1909.	1910.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022.541
Freight trains	38,923,890	40,476,370	40,304,906	43,742,668
Mixed trains	5,971,414	6,201,807	7,061,580	6.441,440
Special trains	....	....	....	202,592
Total	75,115,765	78,637,526	79,662,216	85,409 ,241

The ratio of the different classes of train mileage is shown in the following summary:—

——	1907.	1908.	1909.	1910.
Passenger trains	40·23	40·63	40·54	40·00
Freight trains	51·81	51·47	50·59	51·21
Mixed trains	7·90	7·90	8·87	7·54
Special trains	....	....	....	·25

Following is a complete record of train mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644	....	17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019	....	18,103,628	21,001,052
1877	6,271,980	11,403,517	1,775,316	....	19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334	....	19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450	....	20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292	....	22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487	....	27,301,306	34,265,003
1882	15,074,891	15,638,013	2,357,393	....	27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424	....	34,416,092	47,688,528
1884	9,315,694	15,710,630	4,254,595	....	29,758,676	37,390,874
1885	9,511,455	16,382,553	4,729,681	....	30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557	....	30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900	....	33,638,748	43,276,468
1888	11,859,681	20,651,834	4,763,318	....	37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506	....	38,819,380	47,708,138
1890	14,362,870	22,428,249	5,058,210	....	41,849,329	49,512,630
1891	14,987,647	23,592,370	4,819,161	....	43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361	....	44,448,468	56,991,253
1893	15,859,978	23,220,761	5,305,214	....	44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673	....	43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915	....	40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181	....	44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877	....	45,780,851	51,729,490
1898	19,305,603	26,868,366	4,514,424	....	50,688,283	60,103,944
1899	20,093,378	26,922,348	5,199,481	....	52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867	....	55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620	....	53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007	....	55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781	....	60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816	....	61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098	....	65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666	....	72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414	....	75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807	....	78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580	....	79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475

The relationship of train mileage to traffic, and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	25,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,189,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,183	1·332	1·269
1901	46,665,103	33,233,922	36,999,371	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93.746.655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1·560

Car mileage for the past three years has been as follows:—

Car Mileage.	1908.	1909.	1910.
Loaded freight cars	748,924,820	775,543,414	910,858,711
Empty freight cars	284,944,529	281,175,615	280,255,329
Caboose cars	....	37,644,038	45,367,459
Total	1,033,869,349	1,094,363,067	1,236,481,499

The average number of loaded freight cars per train in 1910 was 18·15 and the average load per car was 17·13.

The aggregate locomotive mileage for the year was 106,019,475, as against 97,865,325 in 1909.

The locomotive mileage was distributed as follows:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Miles.	Miles.	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088
Passenger	29,110,258	30,504,171	32,282,534	34,758,088
Mixed	7,492,278	7,410,971	7,237,422	8,211,350
Switching	14,816,272	14,941,179	14,832,834	15,581,077
Special	4,911,249	5,474,838	231,986	229,872
Total	100,154,966	100,622,241	97,865,325	106,019,475

Locomotive mileage attaching to construction work was erroneously returned as 'special' in 1907 and 1908, but has been since omitted.

FUEL CONSUMED BY LOCOMOTIVES.

The consumption of fuel by locomotives in 1910 amounted to 6,252,054 tons. Despite the fact that the mileage was considerably greater, this volume of fuel was actually 547,094 tons less than for the preceding year. The returns do not disclose any particular reason for this somewhat surprising result.

Following is a concise statement of the fuel consumed by the various classes of locomotives, together with the mileage:—

Class of Locomotive.	Coal.		Wood.		Total.	Miles. Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Tons.	
	Tons.	Tons.	Cords.	Cords.		
Freight	73	3,585,221	1,136	22,255	3,597,541	47,239,088
Passenger	376	1,628,383	742	14,405	1,636,454	34,758,088
Mixed	4,128	383,009	521	2,418	388,693	8,211,350
Switching	323	617,025	72	5,817	620,303	15,581,077
Special	....	9,051	....	23	9,063	229,872
Total	4,900	6,222,689	2,471	44,918	6,252,054	106,019,475

NOTE.—One and one-half cords of hard wood and two cords of soft wood, calculated as one ton of coal.

A comparison of the consumption of fuel by the several classes of locomotives during the past four years gives the following result:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541
Passenger	1,331,178	1,446,919	1,834,700	1,636,454
Mixed	303,549	350,921	410,800	388,693
Switching	557,576	598,092	743,977	620,303
Construction	223,141	256,576	9,621	9,063
Total	5,608,954	5,970,791	6,832,108	6,252,054

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393

Of the above cost, in 1910, $16,832,817 was charged to road locomotives and $1,737,576 to yard locomotives.

The fuel consumed by each class of locomotive per 100 miles run, and the cost, are shown in the following statement:—

Class of Locomotive.	Fuel consumed per 100 miles.				Cost of Fuel per 100 miles.			
	1907.	1908.	1909.	1910.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.	$	$	$	$
Freight	7·29	7·84	8·85	7·62	19·61	23·20	22·65	22·48
Passengers	4·57	4·74	5·68	4·71	12·29	14·03	14·54	13·89
Mixed	4·05	4·73	5·67	4·73	10·89	14·00	14·51	13·95
Switching	3·76	4·00	5·01	3·98	10·11	11·84	12·82	11·74
Construction	4·54	4·69	4·14	3·94	12·21	13·88	10·59	11·62

ACCIDENTS.

615 persons were killed and 2,139 injured by the railways of Canada in 1910. This was an increase of 110 in the number killed and a decrease of 47 in the number injured, as compared with 1909.

Of the above, 524 were killed and 1,441 injured as the result of the movement of trains, and 91 killed and 698 injured from other causes.

One passenger in every 598,243 was killed and one in every 132,943 injured from the movement of trains.

The record for the year, succinctly stated, was as follows:—

—	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	60	270	2	9
Employees	214	926	81	679
Trespassers	175	148	....	....
Non-trespassers	74	77	....	....
Postal clerks, &c	1	20	8	10
Total	524	1,441	91	698

Grand total: 615 killed and 2,139 injured.

Details with regard to accidents, by railways, will be found in Table No. 16.

Comparing the accidents resulting from the movement of trains during the past four years the figures are as follows:—

—	Killed.				Injured.			
	1907.	1908.	1909.	1910.	1907.	1908.	1909.	1910.
Passengers	70	28	36	60	352	345	281	270
Employees	249	224	182	214	1,126	1,793	897	926
Trespassers	195	156	190	175	125	120	95	148
Non-trespassers	70	22	67	74	88	59	89	77
Postal clerks, &c	3	16	....	1	7	3	25	20
Other persons	11	3	3	....	454	27	17	....
Total	598	449	478	524	2,152	2,347	1,404	1,441

Causes—Accidents to Passengers.	Killed.				Injured.			
	1907.	1908.	1909.	1910.	1907.	1908.	1909.	1910.
Collisions	26	2	6	2	93	88	83	31
Derailments	21	8	1	44	127	131	99	126
Parting of trains	....	....	....	....	3	1	....	2
Falling from trains, &c.	2	6	11	3	36	20	11	28
Jumping on or off	10	6	14	8	38	50	57	43
Struck at highways	4	....	1	....	7	....	....	1
" stations	4	3	1	1	3	5	5	4
" other points	....	2	....	1	1	1	1	2
Other causes	3	1	2	1	44	49	25	33
Total	70	28	36	60	352	345	281	270

Accidents to employees resulted from the following causes:—

Causes—Accidents to Employees.	Killed.				Injured.			
	1907.	1908.	1909.	1910.	1907.	1908.	1909.	1910.
Coupling or uncoupling	34	20	18	17	141	183	125	139
Collisions	46	25	40	19	135	80	86	56
Derailments	12	15	15	47	56	60	65	58
Parting of trains	2	1	....	....	16	11	9	6
Locomotives or cars breaking down	1	1	1	....	6	16	6	19
Falling from trains or cars	32	32	28	23	186	185	142	165
Jumping on or off	7	8	9	24	66	108	95	98
Struck by trains, &c.	85	81	53	62	130	116	88	78
Overhead obstructions	2	3	....	1	13	14	11	25
Other causes	28	16	18	21	377	340	270	282
Total	249	224	182	214	1,126	1,113	897	926

The foregoing accidents were distributed among employees as follows:—

Employees.	Killed.				Injured.			
	1907.	1908.	1909.	1910.	1907.	1908.	1909.	1910.
Trainmen	149	109	113	103	791	790	693	610
Trackmen	53	36	37	70	104	307	71	136
Switch tenders, watchmen, &c.	7	11	3	9	47	40	27	25
Stationmen	3	4	2	2	3	66	10	6
Shopmen	9	11	7	4	16	284	16	41
Telegraph employees	....	2	....	....	3	4	3	3
Other employees	28	51	20	26	167	312	77	105
Total	249	224	182	214	1,121	1,793	897	926

During the past year one trainman in every 199 was killed and one in every 33 injured.

One trackman in every 550 was killed in 1910 and one in every 98 injured.

It would seem, however, that the vocation of switch tender was relatively the most hazardous in 1910, since one of that class to every 181 employed during the year was killed and one in every 65 injured.

Accidents from causes other than the movement of trains, locomotives or cars, occurred to the following classes:—Passengers, 2 killed, 9 injured; stationmen, 1 killed, 68 injured; shopmen, 1 killed, 218 injured; trackmen, 56 killed, 169 injured; other employees, 23 killed, 224 injured; and other persons, 8 killed and 10 injured.

ACCIDENTS AT HIGHWAY CROSSINGS.

Special care was taken during the year to secure further data with respect to accidents at highway crossings, and the figures thus gathered are added to those for the two preceding years:—

Accidents at Highway Crossings.	Killed.			Injured.		
	1908.	1909.	1910.	1908.	1909.	1910.
Urban	30	33	28	35	41	45
Rural	21	43	35	33	31	16
Total	51	76	63	68	72	61

The record in relation to railway accidents from the movement of trains since 1888 is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	One killed in every	One injured in every
1888	20	70	107	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	53	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,642
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	209	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943

HIGHWAY CROSSINGS.

Inquiries were continued during the year with respect to highway crossings, and complete returns were again received. The object has been to definitely ascertain (1) the total number of such crossings, (2) the number protected, (3) how protected, and (4) the number of such protected or unprotected crossings in the country or in cities and towns.

The facts for 1909 and 1910 were as follows:—

	Protected Crossings.		Unprotected Crossings.	
	1909.	1910.	1909.	1910.
Urban	587	630	1,767	1,902
Rural	492	557	15,426	16,923
Total	1,079	1,187	17,193	18,825

It will be seen that there has been an appreciable increase during the year in the number of protected highway crossings.

The facts with regard to the various methods of protection are given in the following statement:—

Crossings—How Protected.	1909.		1910.	
	Rural.	Urban.	Rural.	Urban.
By gates	34	153	28	133
By overhead bridges	190	110	220	125
By subways	213	166	229	171
By bells	39	77	64	83
By watchmen	16	101	16	118
Total	492	587	557	630

It is encouraging to observe that a substantial increase has taken place in the number of crossings permanently protected—in fact, eliminated—by the construction of subways and overhead bridges. There was also during the year a material betterment in the number of highway intersections at which bells were installed.

RAILWAY EMPLOYEES.

There were 123,768 employees in the service of railways in Canada on June 30, 1910—a decrease of 1,427 as compared with the returns of 1909.

In view of the fact that 1910 was a year of marked expansion in railway operations, the foregoing number of employees may create surprise. An explanation, however, is found in the method of computing numbers. Railways are required to make a return of the number of employees actually in service on June 30, and this has led to wide fluctuations. It is not a satisfactory plan; but it is perhaps the only one which could be adopted without casting a most burdensome, difficult and expensive task on reporting railways.

In 1910 there were 16,709 employees engaged in outside operations, to whom was paid during the year $5,169,922.58 in wages.

A better index of the labour situation is to be found in the figures relating to cost. These apply to the whole year. For the past four years the record is as follows:—

Employees.	1907.	1908.	1909.	1910.
	$	$	$	$
Salaries and wages	58,719,493	60,376,607	63,216,662	67,167,793

Here an ascending scale of cost is shown, representing an advance of 14·4 per cent within four years; and in this calculation definite factors are being dealt with applicable to the whole year, rather than those which relate to a specific date.

The record of numbers and classes of employees is as follows:—

Railway Employees.	1907.		1908.		1909.		1910.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	336	2	318	1	328	1	372	2
Other officers	461	2	526	2	574	2	718	3
General office clerks	4,214	19	4,795	21	5,967	25	6,835	28
Station agents	2,536	11	2,522	11	2,624	11	2,879	12
Other stationmen	11,829	53	8,908	39	10,739	45	12,578	51
Enginemen	4,351	19	3,868	17	4,104	17	4,419	18
Firemen	4,760	21	4,206	18	4,330	18	4,885	20
Conductors	2,911	13	2,719	12	2,831	12	3,323	13
Other trainmen	8,261	36	7,507	33	8,178	34	7,946	32
Machinists	2,486	11	2,759	12	3,294	14	2,935	12
Carpenters	3,215	14	3,190	14	3,377	14	4,348	17
Other shopmen	12,579	56	11,873	52	13,858	57	15,387	62
Section foremen	3,903	17	4,017	17	4,216	17	4,539	18
Other trackmen	30,614	136	20,068	87	28,401	118	30,131	122
Switch tenders, &c	2,364	11	1,849	8	1,624	7	1,628	7
Telegraph operators	2,987	13	2,686	12	2,899	12	2,985	12
Employees—Floating equipment	5,426	24	7,273	32	9,324	39	292	1
All other employees	20,779	93	17,320	75	18,527	77	17,568	71
Total	124,012	551	106,404	463	125,195	520	123,768	501

The average daily compensation of employees, by classes, is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.
	$	$	$	$
General officers	11 74	11 59	11 73	10 72
Other officers	4 11	4 63	4 59	4 73
General office clerks	1 70	1 81	1 81	1 94
Station agents	1 91	2 04	2 09	2 16
Other stationmen	1 56	1 71	1 65	1 65
Enginemen	3 89	4 53	4 13	4 12
Firemen	2 42	2 50	2 52	2 53
Conductors	3 20	3 30	3 31	3 30
Other trainmen	1 92	2 06	2 13	2 12
Machinists	2 41	2 68	2 89	4 40
Carpenters	2 09	2 19	2 23	2 52
Other shopmen	1 99	2 16	2 33	2 19
Section foremen	2 06	2 25	2 15	2 18
Other trackmen	1 45	1 57	1 59	1 58
Switch tenders, &c	1 84	1 81	2 00	1 57
Telegraph operators	1 88	2 07	2 09	2 20
Employees—floating equipment	1 18	1 10	1 26	2 19
All other employees	1 81	1 87	1 95	1 95

The salaries and wages paid during the past four years were distributed in operating expenses as follows:—

—	1907.	1908.	1909.	1910.
	$	$	$	$
Way and structures	15,398,885	14,715,572	14,249,186	16,502,902
Equipment	12,161,917	13,008,104	14,623,930	14,775,782
Traffic expenses			5,353,607	1,313,980
Transportation expenses	27,398,553	28,479,096	24,656,585	32,091,952
General expenses	3,760,138	4,173,835	4,333,354	2,483,177
Total	58,719,493	60.386,607	63,216,662	67,167,793

TAXATION.

The tax bill of Canadian railways amounted to $1,792,648.83 in 1910, an increase of $211,312.24 as compared with the preceding year.

Following is a statement, by provinces, of the railway taxes collected during the years 1909 and 1910:—

Provinces.	1909.	1910.
	$ cts.	$ cts.
Nova Scotia	926 54	16,762 66
New Brunswick	782 79	1,298 35
Prince Edward Island	100 00	100 00
Quebec	362,974 16	337,490 05
Ontario	764,620 56	747,004 78
Manitoba	128,082 84	92,476 48
Alberta	98,038 39	87,423 93
Saskatchewan	48,869 56	161,575 45
British Columbia	154,025 07	220,687 32
Yukon	6,020 90	5,896 64
Outside operations	16,895 78	121,933 17
Total	1,581,336 59	1,792,648 83

Following are the statutory conditions governing the taxation of railways in the various provinces:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented on April 14 last, provides:

'Every company owning, operating or using a railway shall pay a tax of $60 per mile for one track, and, where the line consists of two or more tracks, of $20 per mile for each additional track owned, operated or used in any organized county; and of $40 per mile for one track, and, where the line consists of two or more tracks, of $10 per mile for each additional track, in territory without county organization: provided that a company owning, operating or using a railway which, either by itself or in conjunction with any other railway leased by it or to which it is leased or with which it is amalgamated or together with which it forms one system does not exceed 150 miles in length from terminus to terminus, shall in lieu of the said tax pay a tax of $15 per mile for one track and, where the line consists of two or more tracks, of $5 per mile for each additional track, and where the railway or system does not exceed 30 miles in length from terminus to terminus a tax of $10 per mile for one track and $5 per mile for each additional track.

'Every company owning, operating or using a street railway or part thereof in a city for carrying passengers shall pay for each mile of track within the city a tax of: (*a*) $20 when such mileage does not exceed 20 miles; (*b*) $35 when such mileage exceeds 20 miles but does not exceed 30 miles; (*c*) $45 when such mileage exceeds 30 miles but does not exceed 50 miles, and (*d*) $60 when such mileage exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being counted as two miles of single track; but in calculating the mileage switches or sidings, tracks into car stables or car sheds, Y's and curves laid at street corners and portions of track not in general use for passenger traffic shall not be counted.'

The municipalities also impose taxes on railways in Ontario.

Quebec.—Section 8 of 'The Act to impose taxes on Commercial Corporations, &c.,' reads:

'Every railway company owning, operating or using in whole or in part in this province, a steam or electric railway, shall pay upon each main line thirty dollars per mile for one track, and, where the line consists of two or more tracks, fifteen dollars per mile for each additional track owned, operated or used as aforesaid; upon each branch line twenty dollars per mile for one track, and, where the line consists of two or more tracks, ten dollars per mile for each additional track.'

A municipal tax also exists in the province of Quebec.

Nova Scotia and New Brunswick.—In neither of these provinces are railways subject to any form of taxation.

Manitoba.—Section 5 of the Act relating to Railway Taxation enacts:

'In order to supplement the Revenue of the Crown in the province of Manitoba every railroad company at present owning or operating, or which may hereafter own or operate, any line or lines of railroad within the said province shall annually pay to the Crown in the province a part or portion of the gross earnings of such railway companies in the province of Manitoba as follows:—In and for the year 1900, 1901 and 1902, two per cent of the gross earnings of such companies. In each and every year after the year 1902 such sums as may be determined by the Lieutenant Governor in Council not exceeding, however, three per cent of the gross earnings of the companies.'

Saskatchewan.—Section 3 of the 'Act respecting the Taxation of the Earnings of Railway Companies' provides as follows:—

'Every railway company at present owning or operating or which may hereafter own or operate any line or lines of railway situated or partly situated within Saskatchewan shall during the year one thousand nine hundred and eight and annually thereafter pay to the Crown in this province such part or portion of its gross earnings derived from the said line or lines of railway or such portions thereof as are within Saskatchewan as may be determined by the Lieutenant Governor in Council not to exceed the following:—(*a*) In respect of that part of the railway or branch of railway in operation for seven years or more three per cent of the gross earnings derived from the operation of the same; (*b*) In respect of that part of the railway or branch of railway in operation for five years or more and less than seven years one and one-half per cent of such gross earnings: Provided that no tax shall be payable hereunder on the gross earnings of any railway or branch thereof until such railway or branch has been in operation for five years.'

Alberta.—Railways are taxed on a rate of one per cent upon their actual value. Pending an inquiry as to the facts in that regard, the value is assumed by law to be $20,000 per mile. On that basis taxes have been levied during the past two years.

ELECTRIC RAILWAYS.

The year 1910 was marked by progress in electric railway interests. Mileage, capital, earnings and traffic showed substantial increases.

The number of reporting corporations increased during the year from 48 to 52. One or two additions came from the western provinces, where the development of centres of population is creating a growing need for local transportation facilities.

The classifications and schedules which were made effective in 1908 are now thoroughly understood by accountants, and may be counted upon to produce satisfactory and helpful statistics as the work proceeds.

It is regretted that a report from Edmonton was not received this year. The new line in that city has been in operation since 1909.

MILEAGE.

A comparison of mileage for 1910 with the returns for 1909 gives the following result:—

Length of Tracks.	1909.	1910.
	Miles.	Miles.
Length of first main track	988·97	1,049·07
Length of second main track	215·05	242·39
Total length of main track	1,204·02	1,291·46
Length of sidings and turnouts	83·62	91·39
Total, computed as single track	1,287·65	1,382·85

It will be seen that there was an addition of 60·10 miles of first main track during the year, and of 95·20 miles of total track.

The record of first main track mileage since 1901 is as follow:—

1901	674·58*
1902	557·59
1903	759·36
1904	766·50
1905	793·12
1906	813·74
1907	814·52
1908	992·03
1909	988·97
1910	1,047·07

*Improperly included double track and sidings.

CAPITAL LIABILITY.

The capital obligations of electric railway companies increased from $91,604,989 in 1909 to $102,044,979 in 1910. The expansion in this respect since 1907 amounts to $27,386,157.

Following is a statement of the facts for the past four years:—

——	1907.	1908.	1909.	1910.
	$	$	$	$
Stocks	43,491,746	50,295,266	51,946,433	58,653,826
Funded debt	31,166,976	37,114,619	39,658,556	43,391,153
Total	74,658,722	87,409,885	91,604,989	102,044,979

The subsidies received from governments and municipalities amount to $493,346. This sum is not included in the above figures, for the reason it could not properly be regarded as a liability.

EARNINGS AND OPERATING EXPENSES.

The gross earnings for 1910 were $17.100.789.48, an increase of $2.275,852.93 as compared with 1909.

The sources of income for 1910 were as follow:—

	$ cts.
Car Earnings—	
Passengers	16,145,994 72
Freight	575,536 84
Mail and express	68,604 11
Other car earnings	51,241 07
Total car earnings	16,821,376 74
Miscellaneous Earnings—	$ cts.
Advertising	45,659 15
Rent of buildings, &c	18,465 22
Rent of tracks	17,302 28
Rent of equipment	17,045 21
Sale of power	29,217 55
Other earnings	151,723 33
Total miscellaneous earnings	279,412 74
Gross earnings from operation	$17,100789.48

Following is a comparison of gross car earnings since 1907:—

Gross Car Earnings.	1907.	1908.	1909.	1910.
	$	$	$	$
Passenger	12,013,421	13,233,724	14,080,755	16,125,944 72
Freight	344,367	346,021	386,092	575,536 84
Mails and express	41,951	54,883	110,452	68,604 11
Other earnings	233,190	372,421	34,185	51,241 07
Total	12,630,430	14,007,049	14,611,484	16,821,376 74

In the preparation of a balance sheet for the year it is impracticable to separate certain accounts and thus make the figures agree closely with those given in the foregoing statement. The difficulty arises chiefly with those companies which operate jointly electric railway and electric lighting plants, and in connection with the sale of power, &c. Bearing this in mind, the following balance sheet will be understood:—

	$ cts.	$ cts.
Earnings and Income—		
Gross earnings from operation		17,076,123 62
Miscellaneous income		1,382.692 15
		18,458,815 77
Operating expenses	10,121.780 67	
Deductions from Income—		
Taxes	1,311,953 65	
Interest on funded debt	1,449,152 48	
Interest, floating debt	156,546 16	
Other deductions	36,106 97	
		13,075,539 93
Net income		5,383,275 84

The direct difference between earnings and operating expenses was $8,337,035.10, to which might properly be added $1,544,892.65 as the aggregate of deficits returned by fourteen corporations. In other words, actual net earnings of $9,572,315.31 were reduced by that sum.

A comparison of deductions from income for 1909 and 1910 gives the following result:—

—	1909.	1910.
	$	$
Taxes	843,959 12	1,311,953 65
Interest on funded debt	1,213,142 24	1,449,152 48
Interest on floating debt	101,573 13	156,546 16
Other deductions	36,631 99	36,106 97
Total	2,198,306 48	2,953,759 26

Operating expenses for the year aggregated $10,139,070.39, and were distributed as follows:—

	$ cts.
Maintenance of way and structures	797,895 03
" equipment	1,532,542 87
Operation of power plant	1,586,927 37
" cars	4,814,761 63
General	1,406,943 49
Total	10,139,070 39

Operating expenses for 1910 were equal to 59·29 per cent of gross earnings, as against 59·93 in 1909.

Following is a comparison of operating expenses in detail for 1909 and 1910:—

	1909.	1910.
	$ cts.	$ cts.
Maintenance of way and structures—		
Track and roadway	386,646 54	590,363 28
Electric line	94,249 33	152,874 47
Buildings and fixtures	50,241 32	54,657 28
Maintenance and equipment—		
Steam plant	18,008 61	38,305 93
Electric plant	36,682 74	45,148 10
Cars	405,497 36	692,276 38
Electric equipment of cars	321,050 88	481,301 83
Miscellaneous equipment	48,317 04	58,815 63
Miscellaneous shop expenses	39,608 67	202,591 58
Transportation—Operation of power plant—		
Power plant wages	127,015 19	178,389 69
Fuel for power	184,719 72	271,410 36
Water for power	20,818 00	21,398 33
Lubricants and waste for power plant	8,262 43	10,538 93
Miscellaneous supplies and expenses	26,124 49	17,916 34
Hired power	686,128 63	1,087,273 72
Transportation—Operation of cars—		
Superintendence	130,475 58	192,567 60
Wages of conductors	1,181,244 60	1,749,916 70
Wages of motermen	1,150,002 77	1,697,096 68
Wages, miscellaneous car service employees	121,009 71	152,950 35
Wages, car house employees	307,351 76	393,998 76
Car service supplies	53,713 15	94,486 16
Miscellaneous car service expenses	75,940 59	183,526 94
Hired equipment	25,988 40	42,136 56
Cleaning and sanding track	26,703 64	65,200 30
Removal of snow and ice	100,154 28	238,881 58
General—		
Salaries of general officers	153,665 61	236,575 70
Salaries of clerks	154,213 54	202,712 98
Printing and stationery	28,157 11	33,634 34
Miscellaneous office expenses	32,422 53	44,336 11
Store expenses	20,133 95	33,841 10
Stable expenses	17,059 38	30,817 44
Advertising and attractions	55,343 96	47,411 04
Miscellaneous general expenses	151,399 58	133,752 32
Damages	201,877 48	342,120 26
Legal expenses—damages	19,147 15	8,784 32
Miscellaneous legal expenses	26,761 29	54,336 64
Rent of land and buildings	15,628 20	20,936 74
Rent of track and terminals	73,087 18	98,753 70
Insurance	85,235 41	118,930 80

PUBLIC SERVICE.

There were carried by electric railways during the year 360,964,876 passengers, to which might be added 99,227,824 transfer passengers, making a total of 460,192,700.

There were also 852,294 tons of freight hauled. The figures in this regard were not available in 1909 owing to an omission in the schedule; but, as compared with 1908, the freight traffic showed an increase of 119,819 tons.

The following statement shows the growth in passenger traffic since the year 1901:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876

The conduct of the above traffic involved a car mileage of 65,249,166, of which 889,561 miles were attached to freight, mail and express. The total car mileage in 1909 was 60,152,846.

EQUIPMENT.

The following comparison will show the additions made to equipment during the year 1910:—

—	1909.	1910.
Passenger, closed	1,689	1,795
" open	1,017	994
" combination	337	337
Freight	152	282
Mail, express and baggage	20	25
Combination, passenger and freight	7	7
Work	85	87
Snow ploughs	54	62
Sweepers	90	97
Miscellaneous	93	103
Total	3,544	3,789

EMPLOYEES.

The number of employees grew from 10,557 in 1909 to 11,390 in 1910, an increase of 833.

The aggregate of salaries and wages paid during the year was $6,316,777.20, which was equivalent to 62·30 per cent of the total operating expenses.

Following was the distribution of employees, by divisions, in 1909 and 1910:—

—	1909.	1910.
General administration—		
General officers	132	150
General office clerks	413	553
Maintenance—		
Superintendents	72	71
Other employees	3,548	3,633
Transportation—		
Superintendents	100	102
Other employees	6,292	6,881
Total	10,557	11,390

ACCIDENTS.

The return of accidents for the year showed 95 persons killed and 2,538 injured. This was an increase of 27 in the number killed and 399 in the number injured as compared with 1909.

The accidents in 1909 and 1910 occurred to the following classes of persons:—

—	1909.		1910.	
	Killed.	Injured.	Killed.	Injured.
Passengers	11	1,303	14	1,595
Employees	7	218	13	227
Others	50	618	68	716
Total	68	2,139	95	2,538

SUMMARIES.

The following digest of statistical data since 1901 will readily enable comparisons to be made:—

—	1901.	1902.	1903.	1904.	1905.
Total mileage	*674·58	557·59	759·36	766·50	793·12
Paid up Capital	$39,076,018	$41,593,063	$47,096,45	$50,399,188	$61,033,321
Gross earnings	$5,768,283	6,486,438	7,233,677	8,453,609	9,357,125
Net earnings	$2,333,120	2,683,583	2,760,819	3,127,092	3,438,931
Earnings—passenger traffic	$5,529,687	6,195,915	6,888,409	8,082,373	8,932,913
" freight	$95,082	127,917	164,188	182,143	216,022
" mail and express	$33,135	15,952	20,276	30,738	31,753
" other sources	$110,377	146,652	160,803	158,353	176,435
Total operating expenses	$3,435,162	3,802,855	4,472,858	5,326,516	5,918,194
Maintenance of way and buildings	$310,892	445,837	481,236	606,146	629,656
Cost of motive power	$502,101	541,087	777,201	1,377,199	1,240,001
Maintenance of cars	$322,700	353,891	606,602	659,213	747,073
General and operating charges	$2,299,468	2,462,038	2,607,817	2,683,957	3,301,462
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998	203,467,317
Tons of freight carried	287,926	266,182	371,286	400,161	510,350

* Improperly included, double track and siding.

—	1906.	1907.	1908.	1909.	1910.
Total mileage	813·74	814·52	992·03	988·97	1,047·07
Paid up Capital	$63,857,967	73,567,795	87,903,231	91,604,989	102,044,979
Gross earnings	$10,966,871	12,630,430	14,007,049	14,611,484	17,100,789
Net earnings	$4,291,834	4,971,624	5,311,170	4,962,501	5,383,276
Earnings—passenger traffic	$10,438,000	12,013,421	13,233,724	14,080,755	16,125,995
" freight	$288,105	344,367	346,021	386,092	575,537
" mail and express	$35,041	41,951	54,883	110,452	68,604
" other sources	$205,724	233,190	372,421	34,185	51,241
Total operating expenses	$6,675,037	7,373,251	8,695,880	8,885,235	10,121,781
Maintenance of way and buildings	$608,767	765,684	912,929	643,135	797,895
Cost of motive power	$1,242,075	1,412,358	1,803,723	1,445,227	1,586,927
Maintenance of cars	$894,460	1,060,783	1,118,925	1,184,287	4,814,762
General operating charges	$3,929,733	4,498,424	4,860,303	5,612,041	1,406,943
Total car mileage	50,618,836	53,361,227	56,964,881	60,152,846	65,249,166
Passengers carried	237,655,074	273,999,404	299,099,309	314,026,671	360,964,876
Tons of freight carried	506,024	479,731	732,475	....	852,294

Year.	KILLED.				INJURED.				PASSENGERS.		
	Passengers	Employees.	Others.	Total.	Passengers	Employees.	Others.	Total.	Number carried.	Killed, one in every	Injured one in every
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	501	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	61	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310

Detailed information with respect to the facts dealt with in these introductory observations will be found in tables forming the body of the subjoined report.

I have the honour to be, sir,
Your obedient servant,
J. L. PAYNE,
Comptroller of Statistics.

RAILWAY STATISTICS

TABLE I.—Location of Steam Railways of the Dominion of Canada, to June 30, 1910.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Irrigation Co..................	From Lethbridge, Alberta, to Coutts, on International boundary, 4 ft. 8½ in. gauge.....	64·61	
	Also third rail for 20 miles, making a gauge of 3 ft.		
	Stirling to Cardston	47·21	
			111·82
Albert Southern (abandoned)	Harvey Branch Junction to Alma, N.B........	16·00	
	Harvey Branch, Albert, to Harvey Bank, N.B.... .	3·00	
			19·00
Algoma Central and Hudson Bay......	Sault Ste. Marie to Chippewa—Main line	69·35	
	Branch—Michipicoten to Helen Mines............	10·29	
	〃 Josephine Junction to Josephine Mine...	10·00	
			89·64
Atlantic, Quebec and Western..........	Paspebiac to Newport....	....	35·00
Baie des Chaleurs in Atlantic and Lake Superior System.....	Matapedia Station on I.C.R. to Paspebiac, 100 miles	....	100·00
Bay of Quinté Railway......	Deseronto to Bannockburn	76·00	
	〃 west of Deseronto	2·00	
	Yarker to Sydenham....................	11·37	
			89·37
Bedlington and Nelson. ...	International boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Jct. with C.P.R. at Sirdar to Kuscomok	....	15·30
Beersville Coal and Railway Co. (now North Shore)	From Adamsville to Mount Carlyle..........	....	8·63
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.....................	.....	69·45
Bessemer and Barry's Bay...	....	....	5·00
British Yukon.............	White Pass to Whitehorse Spur, B.C., and Branch to Whitehorse.	....	90·32
Buctouche and Moncton.....	Moncton, on Intercolonial Railway, to Buctouche, N.B.	....	32·00
Brockville, Westport and North Western...........	Brockville to Westport, Ont	. ...	45·00
Bruce Mines and Algoma....	Town of Bruce Mines to Rock Lake Mine..... ...	....	17·28
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System........	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, Lake Huron, near Parry Sound...	....	396·41
Central Counties...... ... Leased to Canada Atlantic.............	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont...........	22·24	
	South Indian, on Canada Atlantic, to Rockland	16·25	
			38·49
Canadian Northern..........	Port Arthur to Rainy River.................... .	286·90	
	International boundary to Winnipeg.....	108 00	
	Beaver to Edmonton.......	751 36	
	Branches—Stanley Junction to Gunflint Lake.. . . .	66 90	
	〃 Carman Junction to Somerset.	78·60	
	〃 Neepawa Junction to McCreary Junction	70·40	
	〃 Gilbert Plains Junction to Prince Albert.	360·60	
	〃 Sifton Junction to Winnipegosis	21·20	
	〃 Emerson to South Junction..............	72 70	
	〃 Winnipeg Transfer Track	9·96	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Northern—*Con.*	Branches—Rossburn Junction to Russell	104·20	
	" Greenway to Adelpha	52·10	
	" Arizona Junction to Brandon Junction	77·00	
	" Brandon Junction to Carberry	22·80	
	" Oak Point Junction to Oak Point	60·40	
	" Hartney to Virden	37·40	
	" Battleford to Battleford Junction	8·00	
	" Brandon to Regina	220·02	
	" Edmonton Junction to Mornville	22 90	
	" Edmonton to Stony Plains	21·40	
	" Oakland to Tobogan	17 30	
	" Thunderhill Junction to end of steel	40·77	
	" Dalmeny N. to end of steel	28·13	
	" Winnipeg to near Dundee	8·70	
	" Saskatoon to west end of steel	127·38	
			2,675·12
Canada Coals and Railway Co., now Maritime Railway, Coal and Power Co.	Maccau Station, I.C.R., to Joggins Coal Mine		15·00
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	62 63	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			382·19
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick Fredericton to Loggieville	125·00	
Canadian Pacific—Owned	Main Line—Montreal to Vancouver		2,909·50
	Branches—Dunmore to Crowsnest	209·60	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Joliette Junction to St. Félix	16·60	
	" Ste. Thèrése Junction to St. Jérome	13·30	
	" Ste. Thèrése to St. Eustache	6·00	
Montreal and Western	" St. Jérome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Ry.	" Carleton Junction to Brockville	44·90	
	" Sudbury to Sault St. Marie	179·30	
	" Sudbury to Copper Mines	5·60	
	" Dyment to Ottamine	6·90	
	" Molson to Lac du Bonnet	21·50	
	" McGregor to Varcoe	55·50	
	" Whittier Junction to Emerson	63·80	
	" Rugby Junction to Manitou	100·40	
	" Rugby Junction to Gimli	56·10	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Komarno	45·80	
	" Rudyard to Kaleida	6·50	
	Souris Branch—Kenmay to Estevan	156·20	
	Souris Branch—Glenboro' to Souris	46·00	
	Souris Branch—Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	210·20	
	" North Portal to Pasqua	160 30	
	" New Westminster Jct. to New Westminster	8·20	
Lake Témiscamingue Colonization	" Mattawa to Kippewa	47·20	
	" Mission Junction to Sumas	10·00	
	" Revelstoke to Arrow Head	27·40	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance.	
			Miles.	Total.
Canadian Pacific—*Con.* Lake Témiscamingue Colonization	Branches—Vancouver to Coal Harbour		1·20	
	" Three Forks to Sandon		4·30	
	" Wood Bay to Windy Gates		32·40	
	" Cranbrook to Kimberly		19·10	
	" Deloraine to Lyleton		37·40	
	" Fernie to Fernie Mines		5·00	
	" Kirkella to Hardisty		556·70	
	" Marysville Junction to Marysville		0·90	
	" Crowsnest to Kootenay Landing		182·10	
	" Selkirk Junction to Selkirk		0·90	
	" Wolseley to Reston		122·40	
	" Lauder to Tilston		28·90	
	" Bolton Junction to Romford		226·20	
	" Moosejaw to Outlook		118·50	
	" Stoughton to Forward		62·90	
	" Ensign to Acme		39·00	
	" Kipp to Carmanguay		28·00	
				3,269·60
	Total mileage owned			6,179·10
Lines leased	Atlantic and Northwest (in Canada)—			
	South end Lachine Bridge to Maine boundary, Que	181·90		
	Renfrew Jct. to Eganville, Ont	18·80		
			200·70	
	St. Lawrence and Ottawa—			
	Ottawa to Prescott, Ont	51·70		
	Chaudiere Junction to Sussex St., Ottawa	6·60		
			58·30	
	Ontario and Quebec—			
	Montreal (Windsor Sta.) to Toronto Jct	339·40		
	Mile End to Adirondack Jct	10·00		
	St. Luc Jct. to Western Jct	2·10		
	Toronto Jct. to Toronto (Union Station)	4·90		
	Leaside Jct. " "	5·30		
	London to Windsor	112·60		
			474·30	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·90		
	Streetsville Junction to Melville Jct	31·00		
	Cataract to Elora	27·30		
			175·80	
	West Ontario Pacific—Woodstock to London		26·70	
	Toronto, Grey and Bruce—			
	Toronto Junction to Owen Sound	116·40		
	Orangeville Junction to Teeswater	67·80		
	Wingham Junction to Wingham	4·60		
	Mount Forest Tank to Mount Forest	1·20		
			190·00	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		14·90	
	Montreal and Lake Maskinongé—			
	St. Félix to St. Gabriel de Brandon		11·00	
	Montreal and Ottawa—			
	Vaudreuil to Jct. with Canada Atlantic	86·70		
	Rigaud to Pt. Fortune	6·80		
			93·50	
	Lindsay, Bobcaygeon and Pontypool—			
	Burketon Junction to Bobcaygeon		38·70	
	Toronto, Hamilton and Buffalo—			
	Hamilton Junction to Hamilton		2·70	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Distance. Total.
Canadian Pacific—*Con.* Leased lines	Cap de la Madeleine—			
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine		2·30	
	New Brunswick—			
	Woodstock to Maine boundary	59·50		
	Newbury Junction to Gibson	59·10		
	Aroostook Junction to Edmundston	57·10		
			175·70	
	St. John and Maine—			
	Vanceboro to St. John	90·30		
	Fairville to West St. John	3·40		
			93·70	
	Fredericton—			
	Fredericton Junction to Fredericton		22·10	
	New Brunswick and Canada—			
	McAdam Junction to St. Stephen	33·90		
	Watt Junction to St. Andrews	27·50		
	McAdam Junction to Woodstock	51·10		
	Debec Junction to Maine boundary	5·10		
			117·60	
	St. Stephen and Milltown Ry.—			
	St. Stephen to Milltown		4·60	
	Tobique Valley—			
	Perth Centre to Plaster Rock		27·50	
	Manitoba and Northwestern—			
	Portage la Prairie to Lanigan	348·90		
	Binscarth to Russell	11·30		
	Bredenburg South	1·00		
	Saskatchewan and Western—Minnedosa to Rapid City	18·20		
			379·40	
	Manitoba Southwestern Colonization—			
	Manitou to Deloraine	100·50		
	Rugby Junction to Glenboro'	102·70		
	Elm Creek to Carman	12·20		
			215·40	
	Great Northwest Central—			
	Chater to Miniota	71·00		
	Forrest to Lenore	40·70		
			111·70	
	British Columbia Southern—			
	Nelson to Proctor	20·40		
	Curzon to Kingsgate	8·50		
			28·90	
	Northern Colonization—			
	Labelle to Duhamel		58·00	
	Shuswap and Okanagan—			
	From Jct. with C. P. R. at Sicamous to Lake Okanagan		50·80	
	Nakusp and Slocan—			
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.		36·40	
	Columbia and Western—			
	Castlegar Junction to Midway	101·80		
	Castlegar Junction to Rossland	29·30		
	Trail to Smelter Junction	2·00		
	Mining Spurs, including Rossland to Le Roi	24·80		
			157·90	
	Kootenay and Arrowhead—			
	Lardo to Gerrard		33·20	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance.	
			Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Columbia and Kootenay—			
	Nelson to Robson	27·40		
	Spur to mouth of Kootenay River	·80		
	Slocan Junction to Slocan	31·30		
			59·50	
	Vancouver and Lulu Island. Vancouver, to Steveston.		16·90	
	Calgary and Edmonton—			
	Calgary Junction to Strathcona	190·60		
	" to Macleod Junction	105·20		
	Wetaskiwin to Hardisty	100·00		
	Lacombe to Stettler	84·60		
			480·40	
	Ottawa Northern and Western—			
	Hull to Waltham	77·50		
	Hull Junction to Maniwaki	80·90		
			156·40	
	Tilsonburg, Lake Erie and Pacific—			
	Ingersoll to Port Burwell	33·40		
	Code Junction to Embro	5·00		
			38·40	
	Guelph and Goderich—			
	Guelph to Goderich	80·60		
	Linwood Junction to Listowel	16·20		
			96·80	
	Nicola, Kamloops, and Similkameen—			
	Nicola to Spence's Bridge		47·00	
	Walkerton and Lucknow—			
	Walkerton to Saugeen Junction		37·60	
	Georgian Bay and Seaboard—			
	Victoria Harbour to Coldwater		13·30	
	St. Mary's and Western Ontario—			
	Embro to St. Mary's		15·70	
	Orford Mountain—			
	Eastman to Windsor		36·50	
	" Mansonville		18·60	
			55·10	
	Total mileage leased			3,820·90
	" owned			6,179·10
	" in Can. Pac. system			10,000·00
Canadian Government Rys.	Intercolonial—			
	Halifax to St. Rosalie Junction	796·04		
	Dartmouth Branch	12·00		
	Truro to Sydney	214·27		
	Pt. du Chene to St. John	101·29		
	Indian Town Branch	13·45		
	St. Leonard Junction to Nicolet	14·70		
	River Ouelle Branch	6·19		
	St. Charles Junction to Chaudiere Junction	16·73		
	Dalhousie Branch	6·28		
	Pictou to Oxford Junction	69·39		
	Brown's Point to Stellarton	11·90		
	New Glasgow Junction to Pictou Landing.	8·18		
	Pugwash Junction to Pugwash	4·54		
	Fredericton to Loggieville	124·80		
	Sydney Mines Branch	7·07		
	Freight Branches	43·54		
				1,450·37
	Windsor Branch (32 miles) of I.C.Ry. is operated by Dominion Atlantic Ry.			
	Prince Edward Island—			
	Main Line—Tignish to Georgetown	158·60		
	Charlottetown to Murray Harbour	52·30		
	Branch—Mount Stewart to Souris	38·40		

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance.	
			Miles.	Total.
Canadian Government Rys.	Prince Edward Island—*Con.*			
	" Montague Junction to Montague	6·20		
	" Emerald to Cape Traverse.......	12·90	....	269·33
				1,719 70
Canadian Northern Ontario .	Toronto to Parry Sound	145·40		
	Parry Sound Junction to Sudbury Junction	112·50		
	Sudbury Junction to Gowganda Junction...	53 30		
	Branches.....	21·45		
	Business Spurs.......	9·55	... ...	342·20
Canadian Northern Quebec. .	Quebec to Montreal	176·35		
	Joliette to Hawkesbury	67 05		
	Garneau Junction to River à Pierre Jct'n...	40 00		
	St. Jerome Junction to Huberdean	45·70		
	St. Jacques Junction to St. Jacques....	7·20		
	Shawinigan Junction to Falls....	4·50		
	Spurs	7·87	....	348·67
Cape Breton Railway	Point Tupper to St. Peters........................		30 00	
	Terminal to St. Peters		1·00	31·00
Caraquet......	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		....	68·00
Carillon and Grenville.......	Carillon to Grenville, Que.. connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.)		....	13 00
Central Ontario.............	Picton to Trenton Junction	32 17		
	Trenton Junction to Coe Hill........... .	72·60		
	Ormsby Junction to Maynooth	35·36	..... .	140·13
Central Railway of New Brunswick, now New Brunswick Coal and Railway Company.	From North Station. on the Intercolonial Railway to Chipman.....		44·66	
	Extension, Chipman to Minto.............		13·34	58·00
Campbellford, Lake Ontario and Western.	From Cobourg, Ont., to Junction with Central Ontario Railway, 49 miles under construction.			
Crowsnest Southern..	International Boundary to Michel, B.C............		....	74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')....	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy..		....	32·00
	Spring Hill and Oxford Branch, 14 miles from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch, I.C.R., not in operation.			
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia..	Windsor to Yarmouth		170·78	
	Branches—			
	Wilmot to Torbrook		5·26	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway).........		14 15	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased		31 47	
	Windsor to Truro...		57·21	278·87

TABLE I.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Eastern British Columbia	Corbin to McGillivray, B.C.	14·00	
	Branches	2·00	16·00
Edmonton, Yukon and Pacific	Strathcona to Edmonton		4·50
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B	27·00	
	Havelock to Keith's Mills	1·00	
			28·00
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver		78·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		
Grand Trunk (owned)— Eastern Division			736·36
Northern Division			884·64
Middle Division			1,326·14
			2,947·14
Leased and partly owned	Buffalo and Lake Huron Ry		
	Fort Erie to Goderich	161·30	161·30
	Total mileage owned and leased		3,108·44
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron connecting the Grand Trunk Railway with railroads in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		
Grand Trunk Pacific	Under construction		
Gulf Shore	Junction with Caraquet Railway at Pokemouche to Tracadie operated by Caraquet Ry		16·78
Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach.	Halifax to Yarmouth	246·80	
	Mahone Junction to Lunenburg	7·60	
	Bridgewater Junction to Middleton Junction	53·20	
	New Germany Junction to Caledonia	22·21	
	Middleton Junction to Victoria Beach	40·00	
			369·81
Hampton and St. Martin, formerly St. Martin and Upham	From Hampton on Intercolonial Ry. to St. Martin, County of St. John, N.B., on Bay of Fundy		30·00
Hereford	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·18
Interprovincial Railway, bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa.. 1.40		

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Bancroft Station	....	48·00
Inverness and Richmond, now Inverness Ry. and Coal Co.	Inverness to Point Tupper Junction	....	60·91
Kaslo and Slocan	From Kaslo to McGuigan, B.C	23·18	
	Branches	·19	23·37
Kent Northern and leased line.	Richibucto, N.B., to Kent Jct., Intercolonial Railway	....	27·00
St. Louis and Richibucto	Richibucto to St. Louis	....	7·00
Kettle River Valley	Grand Forks to Lynch Creek, B.C	.....	18·50
Kingston and Pembroke	Main Line Kingston to Renfrew	103·40	
	Glendower Branch—Bedford to Zanesville Mine	4 10	
	Robertsville Branch—To Robertsville Mines	·90	
	Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay		
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)	1 40	
			109·80
Klondike Mines Railway	Dawson City to Sulphur Springs		31·81
Lenora Mount Sicker	Lenora Mines to Crofton, B.C	....	12·00
Lotbinière and Mégantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons	....	30·00
Lake Erie and Detroit River.	Walkerville, Ont., to St. Thomas	126 78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	Loudon to Port Stanley on Lake Erie	....	23·66
Liverpool and Milton	From Liverpool, N.S., to Milton	.. ....	6·00
Manitoulin and North Shore.	Sudbury to Crean Hill	....	22·70
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River	....	1·91
Middleton and Victoria Beach, now included in Halifax and Southwestern system	Middleton to Victoria Beach	... .	
The Manitoba Ry., formerly—The Northern Pacific & Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches	......	350·68
Marmora Ry. and Mining Co., (formerly Ontario, Belmont and Northern)	Central Ontario Junction to Wanston	....	9·60
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway	.. ..	
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Mid. of Man. now Gr. North.	International Boundary to Portage la Prairie	76·52	
	" " Morden	15·25	
			91·77

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Montreal and Vermont Jct.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston, now Montreal & Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to Césaire	8·60	
	Farnham to Freligsburgh	18·00	
			58·60
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International Boundary	43 70	
	Sutton Junction to Drummondville	59 20	
		102·90	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume	60·50	
			163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C., and leased line		10·85
Napierville Junction	St. Constant Junction to Rouse's Point		27·06
Nelson and Fort Sheppard	From Five Mile Point to Fort Sheppard on International Boundary, B.C.		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	From Ferrona Junction, I.C.R., to Sunny Brae		12·50
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36·00
New Brunswick Southern (formerly Shore Line)	St. John, N.B., to St. Stephen, N.B.		82·35
New Westminster Southern	Douglas to South Westminster		24 10
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern leased to Canada Atlantic	From Pembroke to Golden Lake		21·36
Philipsburg Ry. and Quarry Co	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co.		6·00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que		4·25
Princeton Branch of Washington Co., Ry., (U.S)	International Boundary near Waring to International Boundary near Woodland		5·10
Qu'Appelle, Long Lake and Saskatchewan (in Can. Northern System)	From Canadian Pacific Railway at Regina, Northwesterly to Long Lake and Prince Albert		255·50
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec and Lake St. John	Quebec to Chambord Junction	176·00	
	Chambord Junction to Chicoutimi	51·00	
	Valcartier to Gosford	5·50	
	Chambord Junction to Roberval	14·00	
	La Tuque Junction to La Tuque	40 00	
			286 50

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles	Total.
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Levis, Que	138·00	
	Beauce Junction to St. George	24·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		222·00
Quebec and New Brunswick	From Chaudiere Junction to Connors, N.B., 135 miles (3 miles under construction.)		
Quebec, Montmorency and Charlevoix	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente	....	27 00
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	80·82	
And South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109·69	
	St. Constant Junction to Napierville Junction	1·40	191·91
Red Mountain	From International boundary Line, B.C., to Rossland.	....	9·59
Restigouche and Western, now International of New Brunswick	Campbellton, N.B., to St. Leonard's 110 miles (30 miles under construction)	....	80 00
Rutland and Noyan	International boundary to Noyan Jct	....	3 39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.	....	45·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2·00 miles.		
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built.	....	....
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B.	....	45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg	....	14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19 92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois	13 30	46 12
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39 00	
	Branches to coal mines	22·77	
	Spurs	1·09	62·86
Spokane and British Columbia	Carson to Grand Forks	....	3·70
St. Mary's River, now Alberta Railway and Irrigation Co.	....	....	....

TABLE 1.—Showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Temiscamingue and Northern Ontario	North Bay to Cochrane	252·80	
	Englehart to Charlton	7·80	
	Cobalt to Kerr Lake	3·90	
	Haileybury to Moore's Cove	1·64	
			266·14
Thousand Islands	Gananoque on St. Lawrence River to Thousand Island Junction		6·33
Témiscouata	Rivière du Loup, Que., to Edmuudston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tilsouburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Hamilton to Grand Trunk Junction	0·27	
			80·15
Trans-Canada	From Roberval to Port Simpson across the continent, 60 miles from Roberval, westward under construction.		
Victoria and Sidney	Victoria to Sidney, B.C.		16·26
Victoria Terminal Railway and Ferry	City of Victoria		1·14
Vancouver, Victoria and Eastern	Laurier to Grand Forks	16·47	
	Grand Forks Junction to Phœnix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Princeton	59·11	
	International Boundary to S. Westminster	21·05	
	International Boundary to Port Guichon	46·60	
	New Westminster to Vanconver	14·79	
	Burrard Inlet to Vanconver	1·93	
			219·40
Wellington Colliery	Union Bay to Cumberland		10·75
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.		10·50
	Total mileage		24,730·86

TABLE 2.—SUMMARY of Mileage operated for

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated.
		Main line.	Bran'hs and spurs.					
1	Alberta Railway & Irrigation Co.	111·29	·53				1·60	113·42
2	Algoma Central & Hudson Bay	89·64						89·64
3	Atlantic, Quebec & Western	35·00					1·75	36·75
4	Atlantic & Lake Superior	100·00						100·00
5	Bay of Quinté	78·00	11·37				19·00	108·37
6	Bedlington & Nelson	15.30					8·67	23·97
7	Bessemer & Barry's Bay	5·00						5·00
8	Brandon, Sask'n & Hudson Bay	69·45						69·45
9	British Yukon	85·80	4·52					90·32
10	Brockville, Westport & N. Western	45·00						45·00
11	Bruce Mines & Algoma	17·28						17·28
12	Canada Southern	226·18	156·01					382·19
	Canadian Government Railways :—							
13	Intercolonial	1,415·33	35·04				40·30	1,490·67
14	Prince Edward Island	150·90	118.43					269·33
15	Canadian Northern	1,146·26	1,530·10		349·44	255·50		3,281·30
16	Canadian Northern Ontario	311·20	31·00				3·80	346·00
17	Canadian Northern Quebec	243·40	105·27				58·65	407·32
18	Canadian Pacific	2,909·50	3,020·60	2,576·10	1,309·80	184·00	37·30	10,037·30
19	Carillon & Grenville	13·00						13·00
20	Cape Breton	31·00						31·00
21	Caraquet	68·00			16·78			84·78
22	Central Outario	140·13				9·60		149·73
23	Crowsnest Southern	74·18						74·18
24	Cumberland Railway & Coal Co.	32·00						32·00
25	Dominion Atlantic	242·14	5·26		31·47		14.42	293·29
26	Eastern British Columbia	14·00	2·00					16·00
27	Edmonton, Yukon & Pacific	4·50						4·50
28	Elgin & Havelock	27·00	1·00					28·00
29	Esquimalt & Nanaimo	78·00						78·00
30	Grand Trunk, in Canada	2,933·66				161·30	13·71	3,108·67
31	Grand Trunk (Canada Atlantic)	396·41			59·85			456·26
32	*Grand Trunk Pacific							
33	Halifax & Southwestern	246·80	123·01				2·30	372·11
34	Hampton & St. Martin's	30·00						30·00
35	Hereford	52·18						52·18
36	*International of New Brunswick	80·00						80·00
37	Irondale, Bancroft & Ottawa	48·00						48·00
38	Inverness Railway & Coal Co.	60·91						60·91
39	Kaslo & Slocan	23·18	·19					23·37
40	Kent Northern	27·00			7·00			34·00
41	Kettle River Valley	18·50						18·50
42	Kingston & Pembroke	103·40	6·40					109·80
43	Kloudike Mines	31·81						31·81
44	Lake Erie & Detroit, Père Marquette	198·81					136·57	335·38
45	Liverpool & Milton	5·00	1·00					6·00
46	London & Port Stanley	23·66					·42	24·08
47	Lotbinière & Megantic	30·00						30·00
48	Maganetawan River	1·91						1·91
49	Manitoulin & North Shore	22·70					3·25	25·95
50	Maritime Railway & Coal Co.	12·00	3·00					15·00
51	Massawippi Valley	35·46					2·95	38·41
52	Midland of Manitoba	91·77					·99	92·76
53	Montreal & Atlantic	102·90			60·50			163·40
54	Montreal & Province Line	50·00	8·60					58·60
55	Montreal & Vermont Junction	23·60						23·60
56	Moncton & Buctouche	32·00						32·00
57	Morrissey, Fernie & Michel	5·82			5·03			10·85
58	Napierville Junction	27·06						27·06
59	Nelson & Fort Sheppard	55·42					5·42	60·84

* Under construction.

the Year ending June 30, 1910.—All Tracks.

		Second Track.							
Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Iron.	Steel.	Main line.	Branches and spurs.				Iron.	Steel.	
....	111·82	....	....	....	....	....	....	....	1
....	89·64	....	....	....	....	....	....	....	2
....	35·00	....	....	....	....	....	....	....	3
....	100 00	....	....	....	....	....	....	....	4
....	89·37	....	....	....	....	....	....	....	5
....	15·30	....	....	....	....	....	....	....	6
....	5·00	....	....	....	....	....	....	....	7
....	69·45	....	....	....	....	....	....	....	8
....	90·32	....	....	....	....	....	....	....	9
....	45·00	....	....	....	....	....	....	....	10
....	17·28	....	....	....	....	....	....	....	11
....	382·19	226·18	16·80	....	....	242·98	....	242·98	12
....	1,450·37	23·13	2·10	....	37·60	62·83	....	25·23	13
....	269·33	....	....	....	....	....	....	....	14
....	3,281·30	....	....	....	....	....	....	....	15
....	342·20	....	....	....	....	....	....	....	16
....	348 67	....	....	....	....	....	....	....	17
....	10,000·00	397·50	....	155·90	....	553·40	....	553·40	18
....	13·00	....	....	....	....	....	....	....	19
....	31·00	....	....	....	....	....	....	....	20
....	84·78	....	....	....	....	....	....	....	21
....	149·73	....	....	....	....	....	....	....	22
....	74 18	....	....	....	....	....	....	....	23
....	32·00	....	....	....	....	....	....	....	24
....	278·87	....	....	....	....	....	....	....	25
....	16·00	....	....	....	....	....	....	....	26
....	4·50	....	....	....	....	....	....	....	27
....	28·00	....	....	....	....	....	....	....	28
....	78·00	....	....	....	....	....	....	....	29
....	3,094·96	706·48	....	....	....	706·48	....	706·48	30
....	456·26	·88	....	....	....	·88	....	·88	31
									32
....	369·81	....	....	....	....	....	....	....	33
....	30·00	....	....	....	....	....	....	....	34
....	52·18	....	....	....	....	....	....	....	35
....	80 00	....	....	....	....	....	....	....	36
....	48·00	....	....	....	....	....	....	....	37
....	60·91	....	....	....	....	....	....	....	38
....	23·37	....	....	....	....	....	....	....	39
....	34·00	....	....	....	....	....	....	....	40
....	18 50	....	....	....	....	....	....	....	41
6·40	103·40	....	....	....	....	....	....	....	42
....	31·81	....	....	....	....	....	....	....	43
....	198·81	....	....	....	....	....	....	....	44
....	6·00	....	....	....	....	....	....	....	45
....	23·66	....	....	....	....	....	....	....	46
....	30·00	....	....	....	....	....	....	....	47
....	1·91	....	....	....	....	....	....	....	48
....	22·70	....	....	....	....	....	....	....	49
....	15·00	....	....	....	....	....	....	....	50
....	35·46	....	....	....	....	....	....	....	51
....	91·77	....	....	....	....	....	....	....	52
....	163·40	6·40	....	....	....	6·40	....	6·40	53
....	58·60	....	....	....	....	....	....	....	54
....	23·60	....	....	....	....	....	....	....	55
....	32 00	....	....	....	....	....	....	....	56
....	10·85	....	....	....	....	....	....	....	57
....	27·06	....	....	....	....	....	....	....	58
....	55·42	....	....	....	....	....	....	....	59

TABLE 2.—SUMMARY of Mileage operated for

Number.	Name of Railway.	Single Track. Line represented by Capital Stock. Main line.	Single Track. Line represented by Capital Stock. Bran'hs and spurs.	Single Track. Line of Proprietary Companies.	Single Track. Lines operated under lease.	Single Track. Line operated under contract.	Single Track. Line operated under trackage rights.	Single Track. Total Mileage operated.
60	New Brunswick Coal & Ry. Co.	58·00						58·00
61	New Brunswick Southern	82·19	·16					82 35
62	New Brunswick & P. E. Island	36·00						36·00
63	New Westminster Southern	24·10					1·48	25·58
64	North Shore	6 13	2 50					8·63
65	Nosbonsing & Nipissing	5·50						5·50
66	Nova Scotia Steel & Coal Co.	12·50						12·50
67	Ottawa & New York	56·90					1·90	58·80
68	Phillipsburg Ry. & Quarry Co.	6 00						6·00
69	Pontiac & Renfrew	4·25						4·25
70	Princeton Branch of Wash'n Co. Ry	5 10						5·10
71	Quebec Central	138·00	84 00					222·00
72	Quebec Ry. Light & Power Co.	24·00				3·00		27·00
73	Quebec & Lake St. John	227·00	59 50					286 50
74	Quebec, Montreal & Southern	191·91						191·91
75	Red Mountain	9 59						9·59
76	Rutland & Noyan	3 39						3·39
77	Salisbury & Albert	45·00						45·00
78	Schomberg & Aurora	14·40						14·40
79	Stanstead, Shefford & Chambly	43·00						43·00
80	St. Clair Tunnel	2·25						2·25
81	St. Lawrence & Adirondack	32·82			13·30		8 92	55·04
82	Spokane & British Columbia				3·70			3·70
83	Sydney & Louisburg (Dom. Coal Co.)	39·00	22·77	1·09			1·20	64·06
84	Temiscouata	113·00						113 00
85	Temiskaming & Northern Ontario	252·80	13·34					266·14
86	Thousand Islands	6·08	·25					6·33
87	Toronto, Hamilton & Buffalo	79·88	·27				4·36	84·51
88	Vancouver Copper Co.	12·00						12·00
89	Vancouver, Victoria & Eastern	219·40					1·48	220·88
90	Victoria & Sidney	16·26						16·26
91	Victoria Terminal Ry. & Ferry Co.	1·14						1·14
92	Wellington Colliery Co	10·75						10·75
93	York & Carleton	10 50						10·50
	Final total.	14,337·28	5,346·12	2,577·19	1,856·87	613·40	370·44	25,101·30

the Year ending June 30, 1910.—All Tracks:—*Continued.*

Rails.		Second Track.							
		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Iron.	Steel.	Main line.	Branches and spurs.				Iron.	Steel.	
...	58·00	...	...	...	...	...	...	...	60
...	82·35	...	...	...	...	...	...	...	61
...	36·00	...	...	...	...	...	...	...	62
...	24·10	...	...	...	...	...	...	...	63
...	8·63	...	...	...	...	...	...	...	64
...	5·50	...	...	...	...	...	...	...	65
...	12 50	...	...	...	...	...	...	...	66
...	56·90	...	...	...	...	...	...	...	67
...	6 00	...	...	...	...	...	...	...	68
...	4·25	...	...	...	...	...	...	...	69
...	5·10	...	...	...	...	...	...	...	70
...	222 00	...	...	...	...	...	...	...	71
...	27·00	6·00	...	...	...	6·00	...	6·00	72
...	286·50	...	...	...	...	...	...	...	73
...	191·91	...	...	...	...	...	...	...	74
...	9·59	...	...	...	...	...	...	...	75
...	3·39	...	...	...	...	...	...	...	76
...	45·00	...	...	...	...	...	...	...	77
...	14·40	...	...	...	...	...	...	...	78
...	43·00	...	...	...	...	...	...	...	79
...	2·25	...	...	...	...	...	...	...	80
...	46·12	...	...	...	...	...	...	...	81
...	3·70	...	...	...	...	...	...	...	82
...	62·86	...	...	...	...	...	...	...	83
...	113 00	...	...	...	...	...	...	...	84
...	266·14	...	...	...	...	...	...	...	85
...	6·33	...	...	...	...	...	...	...	86
...	80·15	2 04	...	...	...	2·04	...	2·04	87
...	12·00	...	...	...	...	...	...	...	88
...	219·40	...	...	...	...	...	...	...	89
...	16·26	...	...	...	...	...	...	...	90
...	1·14	...	...	...	...	...	...	...	91
...	10 75	...	...	...	...	...	...	...	92
...	10·50	...	...	...	...	...	...	...	93
6·40	21,724·46	1,368·61	18·90	155·90	37·60	1,581·01	....	1,543·41	

TABLE 2.—Summary of Mileage Operated for the

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line represented by Capital Stock.		Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.	Rails.	
		Main line.	B'chs and spurs.					Iron.	Steel.
1	Alberta Railway & Irrigation Co.....	11·59	....	......	......	.....	11·59	....	11.59
2	Algoma Central & Hudson Bay....	23·20	9·93	..	......	.....	33·13	....	33·13
3	Atlantic, Quebec & Western.... ..	....	......	......	......	......	....	....	....
4	Atlantic & Lake Superior..........	2·00	......	......	......	......	2·00	....	2·00
5	Bay of Quinté......................	11·30	4·00	......	......	......	15·30	....	15·30
6	Bedlington & Nelson.......	1·28	......	......	......	......	1·28	....	1·28
7	Bessemer & Barry's Bay...	1.00	......	......	......	....	1·00	....	1·00
8	Brandon, Sask'n & Hudson Bay....	8·84	..	.....	......	.....	8·84	....	8·84
9	British Yukon..............	....	......	......	......	......	....	....	....
10	Brockville, Westport & N'th Western	2·00	......	......	......	......	2·00	....	2·00
11	Bruce Mines and Algoma............	....	...	......	......	......	....	....	....
12	Canada Southern....................	145·83	44·92	....	......	......	190·75	....	190·75
	Canadian Gov't. R'lys.—								
13	Intercolonial.....	383·71	......	......	......	.....	383.71	....	383·71
14	Prince Edward Island........ ...	11·15	9·10	....	.....	...	20·25	3·70	16·55
15	Canadian Northern................	153·94	161·96	47·04	......	......	362·94	....	362·94
16	Canadian Northern Ontario....	24·31	7·04	......	.....	......	31·35	.. ...	31·35
17	Canadian Northern Quebec....	14·20	36·83	......	.....	..	51·03	....	51·03
18	Canadian Pacific..........	2,215·20	....	.....		.....	2,215·20	....	2,215·20
19	Carillon & Grenville..............	....	......	......	......	......	....	....	....
20	Cape Breton........................	....	......	......	...	......	....	....	....
21	Caraquet...........	3·50	......	......	......	......	3·50	....	3·50
22	Central Ontario.....	15·50	......	......	·50	......	16·00	....	16·00
23	Crowsnest Southern..	13·80	......	......	......	......	13·80		13·80
24	Cumberland R'ly. & Coal Co.........	16·00	......	......	...	......	16·00	....	16·00
25	Dominion Atlantic..................	17·78	9·14	6·18	......	....	33·10	8·78	24·32
26	Eastern British Columbia..........	....	......	......	......	......	....	....	....
27	Edmonton, Yukon & Pacific...	..... .	......	......	......	......	....	....	....
28	Elgin & Havelock..................	....	......	......	......	......	....	....	....
29	Esquimalt & Nanaimo...............	....	......	......	......	......	....	....	.. ...
30	Grand Trunk, in Canada............	1.099·56	.. ..	......	......		1,099·56	....	1,099·56
31	" (Canada Atlantic).........	103·00	......	5·29	....	......	108·29	....	108·29
32	*Grand Trunk Pacific..............	....	......	......	......	......	....	....	....
33	Halifax & Southwestern....... ...	11·73	7·32	...	......	......	19·05	....	19·05
34	Hampton & St. Martins............	....	......	......	......	......	....	....	....
35	Hereford..........................	8·96	. .	......	......	......	8·96	....	8·96
36	*International of New B'k.........	....	.. .	......	......	......	....	....	....
37	Irondale, Bancroft & Ottawa.........	1·00	.....	......	....	...	1·00	....	1·00
38	Inverness R'ly. & Coal Co......... .	4·60	. .	......	......	......	4·60	....	4·60
39	Kaslo & Slocan......	..... .	1·43	...	......	......	1.43	....	1·43
40	Kent Northern	....	.... .	......	......	......	....	....	....
41	Kettle River Valley.....	1·29	.	......	......	....	1·29	....	1·29
42	Kingston & Pembroke.....	23·00	1·00	.... .	......	. .	24·00	24·00	....
43	Klondike Mines..........	2·00	....	......	......	......	2·00	....	2·00
44	Lake Erie & Detroit (Père Marquette)..........	66·94	.....	....	......	.....	66·94	....	66·94
45	Liverpool & Milton	....	......	......	......	......	....	....	....
46	London & Port Stanley.......... ...	10·03	.....	. ....	....	..... .	10·03	....	10·03
47	Lotbinière & Megantic.......... ...	3·00	. .	......	......	......	3·00	....	3·00
48	Maganetawan River................	....	......	......	....	......	....	....	....
49	Manitoulin & North Shore..........	4·80	2·92	......	.... .	......	7·72	....	7·72
50	Maritime R'ly. & Coal Co..	3·00	. .	......	......	..... .	3·00	....	3·00
51	Massawippi Valley.................	8·84	.....	......	......	......	8·84	....	8·84
52	Midland of Manitoba............ ...	8·88	.....	....	......	......	8·88	....	8·88
53	Montreal & Atlantic..	36·60	.....	......	......	......	36·60	....	36·60
54	Montreal & Province Line......	2·50	....	......	......	......	2·50	....	2·50
55	Montreal & Vermont Jct...........	2·00	.....	......	......	......	2·00	......	2·00
56	Moncton & Buctouche............ .	2·00	.....	......	......	......	2·00	.... ..	2·00
57	Morrissey, Fernie & Michel.........	....	......	.. .	......	......	... .	....	....
58	Napierville Junction..............	3·22	....	.... ..	......	......	3·22	....	3·22
59	Nelson & Fort Sheppard	3·09	......	......	... ..	....	3·09	.... ..	3·09

Year ending June 30, 1910—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line represented by Capital Stock.		Line of proprietary Companies.	Line operated under lease.	Line operated under contract &c.	Lines operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Main line.	Branches and spurs.						Iron.	Steel.	
122·88	·53	....	....	....	1·60	125·01	....	123·41	1
112·84	9·93	....	....	....	....	122·77	....	122·77	2
35·00	....	....	....	....	1·75	36·75	....	35·00	3
102·00	....	....	....	....	....	102·00	....	102·00	4
89·30	15·37	....	....	....	19·00	123 67	....	104·67	5
16·58	....	....	....	....	8·67	25·25	....	16·58	6
6·00	....	....	....	....	....	6·00	....	6·00	7
78·29	....	....	....	....	....	78·29	....	78·29	8
85·80	4·52	....	....	....	....	90·32	....	90·32	9
47·00	....	....	....	....	....	47·00	....	47·00	10
17·28	....	....	....	....	....	17·28	....	17·28	11
598·19	217·73	....	....	....	....	815·92	....	815·92	12
1,822·17	37·14	....	....	....	77·90	1,937·21	....	1,859·31	13
162·05	127·53	....	....	....	....	289·58	3·70	285·88	14
1,300·20	1,692·06	....	396·48	255·50	....	3,644·24	....	3,644·24	15
335·51	38·04	....	....	....	3·80	377·35	....	373·55	16
257·60	142·10	....	....	....	58·65	458 35	....	399·70	17
5,522·20	3,020·60	2,576·10	1,465·70	184·00	37·30	12,805·90	....	12,768 60	18
13 00	....	....	....	....	....	13·00	....	13·00	19
31·00	....	....	....	....	....	31·00	....	31·00	20
71·50	....	....	16·78	....	....	88·28	....	88·28	21
155·63	....	....	....	10·10	....	165·73	....	165·73	22
87·98	....	....	....	....	....	87·98	....	87·98	23
48·00	....	....	....	....	....	48·00	....	48 00	24
259·92	14·40	....	37·65	....	14·42	326·39	8·78	303·19	25
14·00	2·00	....	....	....	....	16·00	....	16·00	26
4·50	....	....	....	....	....	4·50	....	4·50	27
27·00	1·00	....	....	....	....	28·00	....	28·00	28
78·00	....	....	....	....	....	78·00	....	78·00	29
4,739·70	....	....	....	161·30	13·71	4,914·71	....	4,901·00	30
500·29	....	....	65·14	....	....	565·43	....	565.43	31
....	....	....	....	....	....	....	....	....	32
258·53	130·33	....	....	....	2·30	391·16	....	388·86	33
30·00	....	....	....	....	....	30·00	....	30·00	34
61·14	....	....	....	....	....	61·14	....	61·14	35
80·00	....	....	....	....	....	80·00	....	80·00	36
49·00	....	....	....	....	....	49·00	....	49·00	37
65·51	....	....	....	....	....	65·51	....	65·51	38
23·18	1·62	....	....	....	....	24·80	....	24·80	39
27·00	....	....	7·00	....	....	34·00	....	34·00	40
19·79	....	....	....	....	....	19·79	....	19·79	41
126·40	7·40	....	....	....	....	133·80	30·40	103·40	42
33·81	....	....	....	....	....	33·81	....	33·81	43
265·75	....	....	....	....	136·57	402·32	....	265·75	44
5·00	1·00	....	....	....	....	6·00	....	6·00	45
33·69	....	....	....	....	·42	34·11	....	33·69	46
33·00	....	....	....	....	....	33·00	....	33·00	47
1·91	....	....	....	....	....	1·91	....	1·91	48
27·50	2·92	....	....	....	3·25	33 67	....	30·42	49
15·00	3·00	....	....	....	....	18·00	....	18·00	50
44·30	....	....	....	....	2·95	47·25	....	44·30	51
100·65	....	....	....	....	·99	101·64	....	100·65	52
145·90	....	....	60·50	....	....	206·40	....	206·40	53
52·50	8·60	....	....	....	....	61·10	....	61·10	54
25·60	....	....	....	....	....	25 60	....	25·60	55
34·00	....	....	....	....	....	34·00	....	34·00	56
5·82	....	....	5·03	....	....	10·85	....	10·85	57
30·28	....	....	....	....	....	30·28	....	30·28	58
58·51	....	....	....	....	5·42	63·93	....	58·51	59

TABLE 2.—Summary of Mileage Operated for the

Number.	Name of Railway.	YARD TRACK AND SIDINGS.							
		Line represented by Capital Stock.		Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.	Rails.	
		Main line.	B'chs and spurs.					Iron.	Steel.
60	New Brunswick Coal & Ry. Co.	7·00	....	....	....	....	7·00	....	7·00
61	New Brunswick Southern	2·76	....	....	....	....	2·76	....	2·76
62	New Brunswick & P.E. Island	1·60	....	....	....	....	1·60	....	1·60
63	New Westminster Southern	1·16	....	....	....	....	1·16	....	1·16
64	North Shore	1·37	....	....	....	....	1·37	....	1·37
65	Nosbonsing & Nipissing	1·25	....	....	....	....	1·25	....	1·25
66	Nova Scotia Steel & Coal Co.	1·00	....	....	....	....	1·00	....	1·00
67	Ottawa & New York	6·71	....	....	....	....	6·71	....	6·71
68	Phillipsburg Ry. & Quarry Co.	2·00	....	....	....	....	2·00	....	2·00
69	Pontiac & Renfrew	....	....	....	....	....	....	....	....
70	Princeton Branch of Wash'n Co. Ry	·14	....	....	....	....	·14	....	·14
71	Quebec Central	....	....	....	....	....	....	....	....
72	Quebec Ry., Light & Power Co.	6·00	....	....	....	....	6·00	....	6·00
73	Quebec & Lake St. John	35·41	3·64	....	....	....	39·05	....	39·05
74	Quebec, Montreal & Southern	23·05	3·12	....	....	....	26·17	....	26·17
75	Red Mountain	3·68	....	....	....	....	3·68	....	3·68
76	Rutland & Noyan	·77	....	....	....	....	·77	....	.77
77	Salisbury & Albert	5·00	....	....	....	....	5·00	....	5·00
78	Schomberg & Aurora	....	....	....	....	....	....	....	....
79	Stanstead, Shefford & Chambly	3·23	....	....	....	....	3·23	....	3·23
80	St. Clair Tunnel	....	....	....	....	....	....	....	....
81	St. Lawrence & Adirondack	4·24	....	3·12	....	....	7·36	....	7·36
82	Spokane & British Columbia	....	....	·20	....	....	·20	....	·20
83	Sydney & Louisburg (Dom. Coal Co.)	....	42·42	....	....	....	42·42	....	42·42
84	Temiscouata	5·86	2·74	....	...	·25	8·85	....	8·60
85	Temiskaming & Northern Ontario	74·52	3·42	....	....	....	77·94	....	77·94
86	Thousand Islands	1·00	....	....	....	....	1·00	....	1·00
87	Toronto, Hamilton & Buffalo	30·35	....	..	....	....	30·35	....	30·35
88	Vancouver Copper Co.	....	....	....	....	....	....	....	....
89	Vancouver, Victoria & Eastern	36·24	....	....	....	....	36·24	....	36·24
90	Victoria & Sydney	1·20	....	....	....	....	1·20	....	1·20
91	Victoria Terminal Ry. & Ferry Co.	....	....	....	....	....	....	....	....
92	Wellington Colliery Co	....	....	....	....	....	....	....	....
93	York & Carleton	....	....	....	....	....	....	....	....
	Final totals	4,741·71	350·93	61·83	·50	·25	5,155·22	36·48	5,118·49

Year ending June 30, 1910—All Tracks—*Concluded.*

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line represented by Capital Stock.		Line of proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.	Rails.		Number.
Main line.	Branches and spurs.						Iron.	Steel.	
65·00	...	...	...	...	...	65·00	...	65·00	60
84·95	·16	...	...	...	...	85·11	...	85·11	61
37·60	...	...	...	...	...	37·60	...	37·60	62
25·26	...	...	...	...	1·48	26·74	...	25·26	63
7·50	2·50	...	...	...	...	10·00	...	10·00	64
6·75	...	...	...	...	...	6·75	...	6·75	65
13 50	...	...	...	...	...	13·50	...	13·50	66
63·61	...	...	...	...	1·90	65·51	...	63 61	67
8·00	...	...	...	...	...	8·00	...	8·00	68
4·25	...	...	...	...	...	4·25	...	4·25	69
5·24	...	...	...	...	...	5·24	...	5·24	70
138·00	84·00	...	...	...	...	222·00	...	222·00	71
36 00	...	...	...	3·00	...	39·00	...	39·00	72
262.41	63·14	...	...	...	...	325·55	...	325·55	73
214·96	3·12	...	...	...	...	218·08	...	218·08	74
13·27	...	...	...	...	...	13·27	...	13·27	75
4·16	...	...	...	...	...	4·16	...	4·16	76
50·00	...	...	...	...	...	50·00	...	50·00	77
14·40	...	...	...	...	...	14·40	...	14·40	78
46·23	...	...	...	...	...	46·23	...	46·23	79
2·25	...	...	...	...	...	2·25	...	2·25	80
37·06	...	...	16·42	...	8·92	62·40	...	53·48	81
...	...	...	3 90	...	...	3·90	...	3 90	82
39·00	65·19	1·09	...	...	1·20	106·48	...	105 28	83
118·86	2·74	...	...	...	·25	121·85	...	121·60	84
327·32	16·76	...	...	...	...	344·08	...	344·08	85
7·08	·25	...	...	...	...	7·33	...	7·33	86
112·27	·27	...	...	...	4·36	116·90	...	112·54	87
12·00	...	...	...	...	...	12·00	...	12·00	88
255·64	...	...	...	...	1·48	257·12	...	255·64	89
17·46	...	...	...	...	...	17·46	...	17·46	90
1·14	...	...	...	...	...	1·14	...	1·14	91
10·75	...	...	...	...	...	10·75	...	10·75	92
10·50	...	...	...	...	...	10·50	...	10·50	93
20,447·60	5,715·95	2,577·19	2,074·60	613·90	408·29	31,837 53	42·88	31,386·36	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1910.—Canada.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in **Nova Scotia** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Canadian Government Railway—Intercolonial......	481·61	481·61		
2	Cape Breton	31·00	31·00		
3	Cumberland Railway & Coal Co.......	32·00	32·00		
4	Dominion, Atlantic and	247·40	247·40		
5	Windsor Branch of I.C. Ry......................	31·47	31·47		
6	Halifax & Southwestern....	369·81	369·81		
7	Inverness Railway & Coal Co	60·91	61·00	....	·09
8	Liverpool & Milton..	6·00	5·75	·25	
9	Maritime Coal, Railway & Power Co.........	15·00	15·00		
10	Nova Scotia Steel & Coal Co.'s Railway	12·50	12.50		
11	Sydney & Louisburg (Dominion Coal Co.)..........	62·86	62·99	....	·13
	Total..............................	1,350·56	1,350·53	·25	·22

PRINCE EDWARD ISLAND.

Number.	Name of Railway.	Mileage owned in **Prince Edward Isl'd** on June 30.		Increase.	Decrease.
		1910.	1909.		
	Canadian Government Ry.—Prince Edward Island.	269·33	269·33		
	Total.........	269·33	269·33		

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1910.—Canada—*Continued.*

NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in **New Brunswick** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Albert Southern (abandoned)	....	19·00	....	19·00
2	Canadian Government Railway—Intercolonial	504·69	504·69		
3	Canadian Pacific	438·60	440·20	....	1·60
4	Caraquet and	68·00	68·00		
5	Gulf Shore	16·78	16·78		
6	Elgin & Havelock	28·00	28·00		
7	Hampton & St. Martin's	30·00	30·00		
8	International of New Brunswick	80·00	80·00		
9	Kent Northern and	27·00	27·00		
10	St. Louis & Richibucto	7·00	7·00		
11	Moncton & Buctouche	32·00	32·00		
12	New Brunswick Coal & Railway Co.	58·00	58·00		
13	New Brunswick & Prince Edward Island	36·00	36·00		
14	New Brunswick Southern	82·35	82·35		
15	North Shore	8·63	8·63		
16	Princeton Branch of Washington Co. Ry. (U.S.)	5·10	5·10		
17	Salisbury & Albert	45·00	50·00	....	*5·00
18	Temiscouata	44·00	44·00		
19	York & Carleton	10·50	10·50		
	Total	1,521·65	1,547·25	....	25·60

* Yard tracks.

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1910.—Canada—*Continued.*

QUEBEC.

Number.	Name of Railway.	Mileage owned in **Quebec** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Atlantic and Lake Superior	100·00	100·00		
2	Atlantic, Quebec and Western	35·00	20·50	14·50	
3	Canadian Government Railway—Intercolonial	464 07	464 07		
4	Canadian Pacific	1,031·20	939·80	91·40	
5	Canadian Northern Quebec	348·67	266·80	81·87	
6	Carillon and Grenville	13·00	13·00		
7	Grand Trunk	451·40	451·40		
8	Grand Trunk (Canada Atlantic)	66·38	66·38		
9	Hereford	52·18	52·85	....	·67
10	Lotbinière and Megantic	30·00	30 00		
11	Massawappi Valley	35·46	35·46		
12	Montreal and Atlantic	163·40	163·40		
13	Montreal and Province Line	58·60	58·60		
14	Montreal and Vermont Junction	23·60	23·60		
15	Napierville Junction	27·06	27·06		
16	Orford Mountain, now included in Can. Pac. Ry.	... .	55·10	....	55·10
17	Phillipsburg Railway and Quarry Co.	6·00	6·00		
18	Quebec Central	222·00	222·00		
19	Quebec and Lake St. John	286·50	286·50		
20	Quebec Railway, Light and Power Co	27·00	27·00		
21	Quebec, Montreal and Southern	191·91	191·91		
22	Rutland and Noyan	3·39	3·39		
23	Stanstead, Shefford and Chambly	43 00	43·00		
24	St. Lawrence and Adirondack	46 12	46·12		
25	Temiscouata	69·00	69·00		
	Total	3,794·94	3,662·94	187·77	55·77

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1910.—Canada—*Continued.*

ONTARIO.

Number.	Name of Railway.	Mileage owned in **Ontario** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Algoma Central and Hudson Bay	89·64	89·64		
2	Bay of Quinté	89·37	89·37		
3	Bessemer and Barry's Bay	5·00	5·00		
4	Brockville, Westport and Northwestern	45·00	45·00		
5	Bruce Mines and Algoma	17·28	17·28		
6	Canada Southern	382·19	382·19		
7	Canadian Northern	353·70	353·70		
8	Canadian Northern Ontario	342·20	332·73	9·47	
9	Canadian Pacific	2,881·90	2,881·50	·40	
10	Central Ontario, and	140·13	140·13		
11	Marmora Railway and Mining Co	9·60	9·60		
12	Grand Trunk	2,643·56	2,657·04	....	13·48
13	Grand Trunk (Canada Atlantic)	389·88	389·88		
14	Irondale, Bancroft and Ottawa	48·00	48·00		
15	Kingston and Pembroke	109·80	109·80		
16	Lake Erie and Detroit River, and	198·81	198·81		
17	London and Port Stanley	23·66	23·66		
18	Maganetawan River	1·91	1·91		
19	Manitoulin and North Shore	22·70	15·83	6·87	
20	Nosbonsing and Nipissing	5·50	5·50		
21	Ottawa and New York	56·90	56·90		
22	Pontiac and Renfrew	4·25	4·25		
23	Schomberg and Aurora	14·40	14·40		
24	St. Clair Tunnel and approaches	2·25	2·25		
25	Temiskaming and Northern Ontario	266·14	264·74	1·40	
26	Thousand Islands	6·33	6·33		
27	Toronto, Hamilton and Buffalo	80·15	83·67		3·52
	Total	8,230·25	8,229·11	4·66	3·52

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1910.—Canada—*Continued.*

MANITOBA.

Number.	Name of Railway.	Mileage owned in **Manitoba** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Brandon, Saskatchewan and Hudson Bay..........	69·45	69·45		
2	Canadian Northern..........................	1,530·90	1,522·08	8·82	
3	Canadian Pacific...	1,528·50	1,522·00	6·50	
4	Midland of Manitoba, now Manitoba Great Northern..........	91·77	91·77		
	Total..........................	3,220·62	3,205·30	15·32	

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in **Saskatchewan** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Canadian Northern.....................	1,182·50	1,006·44	176·06	
2	Canadian Pacific....	1,749·40	1,624·90	124·50	
	Total.	2,931·90	2,631·34	300·56	

ALBERTA.

Number.	Name of Railway.	Mileage owned in **Alberta** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Alberta Railway and Irrigation Co.......	111·82	111·82		
2	Canadian Northern..............................	214·20	214·20		
3	Canadian Pacific...	1,157·90	991·00	166·90	
4	Edmonton, Yukon and Pacific.....................	4·50	4·50		
	Total........................... ...	1,488·42	1,321·52	166·90	

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ending June 30, 1910.—Canada—*Concluded.*

BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in **British Columbia** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	Bedlington and Nelson	15·30	23·97	....	8·67
2	British Yukon	31·22	31·22		
3	Canadian Pacific	1,212·50	1,208·90	3·60	
4	Crowsnest Southern	74·18	74·18		
5	Eastern British Columbia	16·00	14·00	2·00	
6	Esquimalt and Nanaimo	78·00	78·00		
7	Kaslo and Slocan	23·37	23·37		
8	Kettle River Valley	18·50	20·00	....	1·50
9	Morrissey, Fernie and Michel	10·85	10·85		
10	Nelson and Fort Sheppard	55·42	55·42		
11	New Westminster Southern	24·10	24·10		
12	Red Mountain	9·59	9·59		
13	Spokane and British Columbia	3·70	3·70		
15	Vancouver Copper Co.'s Ry.	12·00	12·00		
14	Vancouver, Victoria and Eastern	219·40	178·49	40·91	
16	Victoria and Sydney	16·26	16·26		
17	Victoria Terminal Ry. and Ferry Co.	1·14	1·14		
18	Wellington Colliery Co.	10·75	10·75		
	Total	1,832·28	1,795·94	46·51	10·17

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in **Yukon Territory** on June 30.		Increase.	Decrease.
		1910.	1909.		
1	British Yukon	59·10	59·10		
2	Klondike Mines	31·81	31·81		
	Total	90·91	90·91		

TABLE 4.—Amount of Railway Capital at the

Number.	1 Name of Railway.	2 Stocks. Amount Out-standing.	3 Amount per Mile of Line.	4 Proportion to Total Railway Capital. 100 × Col. 2 / Col. 12.	5 Funded Amount Out-standing. Cols. 8+9+10+11	6 Amount per Mile of Line.
		$	$	p. c.	$	$
1	Alberta Ry. and Irrigation Co.	1,223,500	10,924	100·00	....	....
2	Algoma Central and Hudson Bay	10,000,000	81,920	56·49	7,703,763	63,109
3	Atlantic, Quebec and Western	940,000	26,857	28·70	2,231,970	66,656
4	Atlantic and Lake Superior	....	....	....	1,941,313	19,413
5	Bay of Quinté	1,395,000	14,940	61·34	880,000	9,424
6	Bedlington and Nelson	1,000,000	65,359	100·00	....	....
7	Bessemer and Barry's Bay	125,000	20,833	100·00	....	....
8	Brandon, Saskatchewan & Hudson Bay	2,120,000	30,526	100·00	....	....
9	*Brandon Transfer	12,600	....	100·00	....	....
10	British Yukon	2,934,119	30,149	60·00	1,957,460	20,114
11	Brockville, Westport and North-western	900,000	20,000	66·66	450,000	10,000
12	Bruce Mines and Algoma	99,000	5,729	33·79	194,000	11,226
	Canada Atlantic, including—					
13	Ottawa, Arnprior and Parry Sound (G. T. Ry.)	7,200,000	18,163	31·94	15,337,188	38,690
14	Central Counties	500,000	12,990	56·81	380,000	9,873
15	Pembroke Southern	178,000	8,334	54·27	150,000	7,022
16	Canada Southern	15,000,000	39,247	42·69	20,130,000	52,670
	Canadian Government Ry's—					
17	Intercolonial	....	....	....	....	....
18	Prince Edward Island	....	....	....	....	....
19	Canadian Northern	55,000,000	20,229	36·56	95,412,203	35,093
20	Canadian Northern Ontario	250,000	786	3·08	7,860,000	24,717
21	Canadian Northern Quebec	9,550,000	28,006	52·26	8,725,511	25,588
22	Canadian Pacific	205,616,666	20,561	53·64	177,693,583	17,769
	Owned—					
23	Canada Central	....	....	....	973,333	3,625
24	Montreal and Western	5,000	75	1·40	353,708	5,287
	Leased—					
25	Atlantic and Northwest	3,416,000	9,877	33·52	6,775,066	19,586
26	British Columbia Southern	172,200	821	12·78	1,175,000	5,600
27	Calgary and Edmonton	1,000,000	2,270	10·90	8,158,894	18,548
28	Cap de la Madeleine	20,000	8,571	100·00	....	....
29	Columbia and Kootenay	250,000	4,166	16·30	1,277,500	21,291
30	Columbia and Western	1,000,000	6,365	14·94	5,691,000	36,225
31	Fredericton	319,280	14,447	76·17	100,000	4,525
32	Great Northwest Ceutral	500,000	4,475	26·66	1,375,000	12,309
33	Guelph and Goderich	125,000	1,564	4·92	2,415,000	30,225
34	Guelph Junction	21,000	1,354	10·82	173,000	11,161
35	Kootenay and Arrowhead	1,000,000	30,120	56·18	780,000	23,494
36	Lindsay, Bobcaygeon and Pontypool	200,000	5,168	28·56	500,000	12,919
37	Manitoba and Northwestern	6,872,814	20,108	55·60	5,489,153	16,059
38	Manitoba Southwest Colonization	700,000	3,256	21·04	2,616,000	12,167
39	Montreal and Lake Maskinonge	25,000	2,272	20·00	100,000	9,090
40	Montreal and Ottawa	227,200	2,430	12·20	1,636,250	17,500
41	Nakusp and Slocan	300,000	8,219	31·67	647,074	17,728
42	New Brunswick	4,780,800	10,858	37·93	7,821,127	17,763
43	New Brunswick and Canada	2,179,867	18,318	92·77	170,000	1,429
44	Nicola, Kamloops and Similkameen	250,000	5,319	17·54	1,175,000	25,000
45	Northern Colonization	300,000	12,766	21·14	1,118,000	47,574

Close of the Year ending June 30, 1910.

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5.	Amount per Mile of Line. Cols. 3 + 6.	Number.
p. c.	$	$	$	$	$	$	
......	......	......	......	......	1,223,500	10,924	1
43·51	6,750,000	953.763	......	......	17,703,763	145,029	2
71·30	2,231,970	......	......	......	3,171,970	93,513	3
100·00	1,941,313	......	......	......	1,941,313	19,413	4
38·66	880,000	......	......	......	2,275,000	24,364	5
......	......	......	......	......	1,000,000	65,359	6
......	......	......	......	......	125,000	20,833	7
......	......	......	......	......	2,120,000	30,526	8
......	......	......	......	......	12,600	......	9
40·00	1,957,460	......	......	......	4,891,579	50,263	10
33·34	450,000	......	......	......	1,350,000	30,000	11
66·21	194,000	......	......	......	293,000	16,955	12
68·06	15,337,188	......	......	......	22,537,188	56,853	13
43·19	380,000	......	......	......	880,000	22,863	14
45·73	150,000	......	......	......	328,000	15,356	15
57·31	20,130,000	......	......	......	35,130,000	91,917	16
......	......	......	......	......	......	......	17
......	......	......	......	......	......	......	18
63·44	77,548,260	6,742,080	......	11,121,863	150,412,203	55,322	19
96 92	7,860,000	......	......	......	8,110,000	25,503	20
47·74	8,725,511	......	......	......	18,275,511	53,594	21
46·36	176,333,583	......	......	1,360,000	383,310,249	38,330	22
100·00	973,333	......	......	......	973,333	3,625	23
98·60	353,708	......	......	......	358,708	5,362	24
66·48	6,775,066	......	......	......	10,191,066	29,463	25
87·22	1,175,000	......	......	......	1,347,200	6,421	26
89·10	8,158,894	......	......	......	9,158,894	20,818	27
......	......	......	......	......	20,000	8,571	28
83·70	1,277,500	......	......	......	1,527,500	25,457	29
85·06	5,691,000	......	......	......	6,691,000	42,590	30
23·83	100,000	......	......	......	419,280	18,972	31
73·34	1,375,000	......	......	......	1,875,000	16,784	32
95·08	2,415,000	......	......	......	2,540,000	31,789	33
89·18	173,000	......	......	......	194,000	12,515	34
43·82	780,000	......	......	......	1,780,000	53,614	35
71 44	500,000	......	......	......	700,000	18,087	36
44·40	5,489,153	......	......	......	12,361,967	36,167	37
78·96	2,616,000	......	......	......	3,316,000	15,423	38
80·00	100,000	......	......	......	125,000	11,362	39
87·80	1,636,250	......	......	......	1,863,450	19,930	40
68.33	647,074	......	......	......	947,074	25,947	41
62 07	7,821,127	......	......	......	12,601,927	28,621	42
7·23	170,000	......	......	......	2,349,867	19,747	43
82·46	1,175,000	......	......	......	1.425,000	30,319	44
78·86	1,118,000	......	......	......	1,418,000	60,340	45

TABLE 4.—Amount of Railway Capital at the

Number.	1	2	3	4	5	6
		STOCK.			FUNDE	
	Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 × Col. 2 / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
	Canadian Pacific—*Con.*	$	$	p. c.	$	$
	Leased—*Con.*					
46	Ontario and Quebec	2,000,000	2,946	9·26	19,502,591	28,871
47	Ottawa, Northern and Western	1,300,000	8,207	30·00	3,075,000	19,413
48	Shuswap and Okanagan	750,000	14,763	40·00	1,139,253	22,426
49	St. John Bridge and Ry. Extension	200,000	100,000	61·54	125,000	62,500
50	St. John and Maine	2,654,153	28,296	92·43	216,664	2,310
51	St. Lawrence and Ottawa	789,909	13,549	44·79	973,334	16,695
52	St. Mary's and Western Ontario	250,000	16,393	55·70	198,250	13,000
53	St. Stephen and Milltown	50,000	10,870	100·00	...	...
54	Tilsonburg, Lake Erie and Pacific.,	400,000	11,976	31·50	1,000,000	26,041
55	Tobique Valley	29,900	1,068	9·65	280,000	10,000
56	Toronto, Grey and Bruce	785,490	4,127	18·32	3,500,000	18,392
57	Vancouver and Lulu Island	25,000	1,480	8·20	280,000	16,568
58	Walkerton and Lucknow	19,000	504	2·50	740,000	19,628
59	West Ontario Pacific	21,000	789	100·00	...	...
60	Berlin, Waterloo, Wellesley and Lake Huron	500,000	38,461	54·00	426,000	32,769
61	Georgian Bay and Seaboard	250,000	19,230	38·52	399,000	30,692
62	Orford Mountain	501,000	9,109	41·64	702,000	12,764
63	*Central of Canada	526,000	...	100·00	...	...
64	Cape Breton	1,000,000	32,258	100·00	...	...
65	Caraquet	950,000	13,286	62·30	546,900	8,042
66	Carillon and Grenville	200,000	15,385	100·00	...	...
67	Central Ontario and	3,340,000	23,857	76·96	1,000,000	7,143
68	Marmora Ry. and Mining Co	115,421	11,542	53·11	100,000	10,000
69	Crowsnest Southern	4,180,000	56,349	100·00	...	...
70	Cumberland Ry. and Coal Co	500,000	15,625	52·00	489,500	15,328
71	Dominion Atlantic	2,433,333	9,892	31·10	5,364,040	21,630
72	Elgin and Havelock	44,900	1,603	47·30	50,000	1,786
73	Eastern British Columbia	420,000	30,000	50·00	420,000	30,000
74	Esquimalt and Nanaimo	2,500,000	32,501	100·00	...	...
75	*Erie, London and Tilsonburg	12,500	...	100·00	...	...
76	*Fort William Terminal	12,500	...	100·00	...	...
77	Grand Trunk	222,151,134	75,379	61·40	139,889,145	47,466
78	Buffalo and Lake Huron	2,555,657	15,844	40·74	3,716,955	23,043
79	Great Western	...	...	...	...	...
80	Midland, Ontario	...	...	...	...	...
81	Northern	...	...	...	...	...
82	Owen Sound Branch	...	...	...	100,000	8,064
83	Toronto Belt Line	50,000	3,909	9.76	462,500	36,161
84	Wellington, Grey and Bruce	...	...	...	...	...
85	*Grand Trunk Pacific	24,942,000	...	23·95	79,167,857	...
86	Gulf Shore	6,250	390	100·00	...	...
87	*Ha-Ha Bay	600,000	...	100·00	...	...
88	Halifax and Southwestern	1,000,000	2,704	18·72	4,341,954	11,741
89	Hereford	800,000	15,137	50·00	800,000	15,137
90	*Huron and Ontario	3,000,000	...	95·24	150,000	...
91	*Indian River	15,000	...	100·00	...	...
92	*International of New Brunswick	1,320,000	...	59·56	896,000	...
93	Inverness Ry. and Coal Co	7,500,000	114,504	78·00	2,115,000	32,290
94	Irondale, Bancroft and Ottawa	53,500	1,114	10·62	450,000	9,375
95	Kaslo and Slocan	1,000,000	42.735	57·15	750,000	32,051

* Under construction.

Close of the Year ending June 30, 1910—*Continued.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2 + 5	Amount per Mile of Line. Cols. 3 + 6	Number.
p. c.	$	$	$	$	$	$	
90·74	19,502,591	....	....	....	21,502,591	31,817	46
70·00	3,075,000	....	....	....	4,375,000	27,620	47
60·00	1,139,253	....	....	....	1,889,253	37,189	48
38·46	125,000	....	....	....	325,000	162,500	49
7·57	216,664	....	....	....	2,870,817	30,606	50
55·21	973,334	....	....	....	1,763,243	30,244	51
44·30	198,250	....	....	....	448,250	29,393	52
....	....	....	....	....	50,000	10,870	53
68·50	1,000,000	....	....	....	1,400,000	38,017	54
90·35	280.000	....	....	....	309,900	11,068	55
81 68	3,500,000	....	....	....	4,285,490	22,519	56
91·80	280,000	....	....	....	305,000	18,048	57
97·50	740,000	....	....	....	759,000	20,132	58
....	....	....	....	....	21,000	789	59
46·00	426,000	....	....	....	926,000	71,230	60
61·48	399,000	....	....	....	649,000	49,922	61
58·36	702,000	....	....	....	1,203,000	21,873	62
....	....	....	....	....	526.000	....	63
....	....	....	....	....	1,000,000	32,258	64
37·70	500,000	46,900	....	....	1,496,900	21,328	65
....	....	....	....	....	200,000	15,385	66
23·04	1,000,000	....	....	....	4,340,000	31,000	67
46·89	100,000	....	....	....	215,421	21,542	68
....	....	....	....	....	4,180,000	56,349	69
48·00	489,500	....	....	....	989,506	30,953	70
68·90	4,901,706	462,334	....	....	7,797,373	31,522	71
52·70	50,000	....	....	....	94,900	3,389	72
50·00	420,000	....	....	....	840.000	60,000	73
....	....	....	....	....	2,500,000	32,501	74
....	....	....	....	....	12,500	....	75
....	....	....	....	....	12,500	....	76
38·60	139,889,145	....	....	....	362,640,279	122,845	77
59·26	3,716,955	....	....	....	6,272,612	38,887	78
....	....	....	....	....	....	....	79
....	....	....	....	....	....	....	80
....	....	....	....	....	....	....	81
100·06	100,000	....	....	....	100,000	8,064	82
90·24	462,500	....	....	....	512,500	40,070	83
....	....	....	....	....	....	....	84
76·05	79,167,857	....	....	....	104,109,857	....	85
....	....	....	....	....	6,250	390	86
....	....	....	....	....	600,000	....	87
81·28	4,341,954	....	....	....	5,341,954	14,445	88
50·00	800.000	....	....	....	1,600,000	30,274	89
4·76	....	150,000	....	....	3,150,000	....	90
....	....	....	....	....	15,000	....	91
40·44	896,000	....	....	....	2,216,000	....	92
22·00	2,115,000	....	....	....	9,615,000	146,794	93
89·38	450,000	....	....	....	503,500	10,489	94
42·85	750,000	....	....	....	1,750,000	74,786	95

TABLE 4.—Amount of Railway Capital at the

Number.	1	2	3	4	5	6
		STOCKS.			FUNDED	
	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 × Col. 2 / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
96	Kent Northern and	75,000	2,777	66·40	38,000	1,407
97	St. Louis and Richibucto	20,000	2,857	100·00	....	....
98	Kettle River Valley	375,000	18,750	46·01	440,000	22,000
99	Kingston and Pembroke	3,393,550	30,907	85·57	572,000	5,209
100	Klondike Mines	1,375,000	44,355	55·76	1,091,250	35,202
101	Lake Erie and Detroit River, and	1,400,000	7,042	....	3,016,000	15,170
102	London and Port Stanley	1,332,854	56,409	100·00	....	....
103	Liverpool and Milton	30,300	5,050	85·84	5,000	833
104	Lotbinière and Megantic	50,000	1,666	100·00	....	....
105	Maganetawan River	30,000	15,706	100·00	....	....
106	Manitoba (Canadian Northern)	1,432,200	4,086	20·43	5,576,800	15,911
107	Mauitoulin and North Shore	200,000	8,819	33·06	405,000	17,841
108	Maritime Coal and Railway Co	2,000,000	133,333	72·00	774,500	51,633
109	Massawippi Valley	800,000	22,560	100·00	....	....
110	Midland of Manitoba	204,000	22,229	100·00	....	....
111	Moncton and Buctouche	250,000	7,812	80·65	60,000	1,875
112	Montreal and Atlantic, and	3,200,000	31,098	71·34	1,065,000	10,350
113	Lake Champlain and St. Lawrence Junction	600,000	9,917	61·35	378,000	6,248
114	Montreal and Province Line	1,000,000	17,064	83·33	200,000	4,926
115	Montreal and Vermont Junction	1,000,000	42,373	66·66	500,000	21,186
116	Morrissey, Fernie and Michel	1,263,000	217,010	95·92	42,500	7,302
117	Napierville Junction	600,000	22,173	100·00	....	....
118	Nelson and Fort Sheppard	1,500,000	27,066	53·71	1,293,000	23,331
119	New Brunswick and P.E. Island	214,850	5,968	75·16	71,000	1,972
120	New Brunswick Southern	49,000	581	9·00	500,000	5,931
121	New Brunswick Coal and R'ly. Co.	†	....	....	....	....
122	New Westminster Southern	600,000	24,896	100·00	....	....
123	North Shore	98,000	11,355	73·68	35,000	4,056
124	Nosbonsing and Nipissing	250,000	45,455	100·00	....	....
125	Nova Scotia Steel and Coal Co.'s Railway	‡	....	....	‡	....
126	Ottawa and New York	1,000,000	17,575	38·46	1,600,000	28,119
127	*Pacific, Northern and Omenica	60,000	....	100·00	....	....
128	Père Marquette (in Canada)	....	....	....	5,870,000	29,500
129	Phillipsburg Ry. and Quarry Co.	124,500	20,750	100·00	....	....
130	Pontiac and Renfrew	20,000	4,706	100·00	....	....
131	Princeton Branch of the Washington Co. Railway (U.S.)	86,950	17,049	50·00	86,950	17;049
132	*Quinze and Blanche River	125,000	....	100·00	....	....
133	Qu'Appelle, Long Lake and Saskatchewan (C.N.R.)	201,100	787	3·80	5,083,582	19,896
134	Quebec Central	3,381,603	15,233	35·17	6,233,406	28,079
135	Quebec and Lake St. John	4,524,000	15,790	37·00	7,702,960	26,886
136	Quebec Ry., Light and Power Co.	3,250,000	120,000	56·28	2,517,299	93,259
137	*Quebec and New Brunswick	387,900	....	100·00	....	....
138	Quebec, Montreal and Southern	1,000,000	5,211	100·00	....	....
139	Red Mountain	190,600	19,874	46·76	217,000	22.628
140	Rutland and Noyan	100,000	29,499	50·00	100,000	29,499
141	Salisbury and Albert	150,000	3,333	100·00	....	....
142	Schomberg and Aurora	250,000	17,611	45.90	300,000	20,833
143	Stanstead, Shefford and Chambly	608,750	14,157	46·60	697,461	16,220
144	St. Clair Tunnel	350,000	155,555	12·28	2,500,000	1,111,111

† Owned and operated by New Brunswick Government. * Under construction.

Close of the Year ending June 30, 1910—*Continued.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		No.
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Col. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p. c.	$	$	$	$	$	$	
33·60	38,000	.....	.....	.....	113,000	4,184	96
.....	.....	.....	.....	.....	20,000	2,857	97
53·99	440,000	.....	.....	.....	815,000	40,750	98
14·43	572,000	.....	.....	.....	3,965,550	36,116	99
44·24	935,040	.....	.....	156,210	2,466,250	79,557	100
.....	3,000,000	.....	.....	16,000	4,416,000	22,212	101
.....	.....	.....	.....	.....	1,332,854	56,409	102
14·16	5,000	.....	.....	.....	35,300	5,883	103
.....	.....	.....	.....	.....	50,000	1,666	104
.....	.....	.....	.....	.....	30,000	15,706	105
79·57	5.576,800	.....	.....	.....	7,009,000	19,997	106
66·94	405,000	.....	.....	.....	605,000	26,660	107
28·00	774,500	.....	.....	.....	2,774,500	184,966	108
.....	.....	.....	.....	.....	800,000	22,560	109
.....	.....	.....	.....	.....	204,000	22,229	110
19·35	60,000	.....	.....	.....	310,000	9,687	111
28·66	1,065,000	.....	.....	.....	4,265,000	41,448	112
38·65	378,000	.....	.....	.....	978,000	16,165	113
16·67	200,000	.....	.....	.....	1,200,000	21,990	114
33·34	500,000	.....	.....	.....	1,500,000	63,559	115
4·08	42,500	.....	.....	.....	1,305,500	224,312	116
.....	.....	.....	.....	.....	600,000	22,173	117
46·29	1,293,000	.....	.....	.....	2,793,000	50,397	118
24·84	71,000	.....	.....	.....	285,850	7,940	119
91·00	500,000	.....	.....	.....	549,000	6,512	120
.....	.....	.....	.....	.....	†	.....	121
.....	.....	.....	.....	.....	600,000	24,896	122
26·32	35,000	.....	.....	.....	133,000	15,411	123
.....	.....	.....	.....	.....	250,000	45,455	124
.....	.....	.....	.....	.....	‡	.....	125
61·54	1,325,000	.....	275,000	.....	2,600,000	45,694	126
.....	.....	.....	.....	.....	60,000	.....	127
100·00	5,870,000	.....	.....	.....	5,870,000	29,500	128
.....	.....	.....	.....	.....	124,500	20,750	129
.....	.....	.....	.....	.....	20,000	4,706	130
50·00	86,950	.....	.....	.....	173,900	34,098	131
.....	.....	.....	.....	.....	125,000	.....	132
96 20	5,083,582	.....	.....	.....	5,284,682	20,683	133
64·83	4,588,473	.....	1,644,933	.....	9,615,009	43,312	134
63·00	4,586,347	.....	3,116,613	.....	12,226,960	42,676	135
43 72	2,500,000	10,000	.....	7,299	5,767,299	213,259	136
.....	.....	.....	.....	.....	387,900	.....	137
.....	.....	.....	.....	.....	1,000,000	5,211	138
53·24	217,000	.....	.....	.....	407,600	42,502	139
50·00	100,000	.....	.....	.....	200,000	58,998	140
.....	.....	.....	.....	.....	150,000	3,333	141
54·10	300,000	.....	.....	.....	550,000	38,444	142
53·40	697,461	.....	.....	.....	1,306,211	30,377	143
87·72	2,500,000	.....	.....	.....	2,850,000	1,266,666	144

‡ General capital of the Nova Scotia Steel and Coal Co.

TABLE 4.—Amount of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.			FUNDED	
No.	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 × Col. 2 / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
145	St. Martins	99,000	3,300	52·38	90,000	3,000
146	*St. John Valley and River du Loup	34,982	....	100·00	....	....
147	St. Lawrence and Adirondack.	1,230,655	37,497	57·37	914,418	27,862
148	Sydney and Louisburg (Dominion Coal Co.)	‡	....	....	....	....
149	Temiscaming and Northern Ontario	†	....	....	....	....
150	Temiscouata	1,000,000	8,849	24·41	3,099,669	27,401
151	Thousand Islands	60,000	8,185	51·85	58,000	7,913
152	Toronto, Hamilton and Buffalo	2,500,000	29,582	36·80	4,280,000	50,645
153	*Trans-Canada	37,700	....	100·00	....	....
154	Vancouver Copper Co.'s Ry	....	....	....	92,466	7,705
155	Vancouver, Victoria and Eastern	10,000,000	45,579	100·00	....	....
156	and Vancouver Westminster and Yukon	3,522,000	234,800	100·00	....	....
157	Victoria Terminal Railway and Ferry Co.	250	218	100·00	....	....
158	Victoria and Sidney, B.C.	103,000	6,334	27·00	300,000	18,450
159	Wellington Colliery Co.'s Ry	250,000	23,259	100·00	....	....
160	York and Carleton	105,000	10,500	100·00	....	....
	Final total	687,557,387	....	....	722,740,300	....

* Under construction. † Owned and operated by the Ontario Government. ‡ General capital of

Close of the Year ending June 30, 1910—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 × Col. 5 / Col. 12.	Bonds.	Miscellaneous obligations.	Income Bonds.	Equipment trust obligations.	Total Railway Capital. Cols. 2 + 5.	Amount per Mile of Line. Cols. 3 ÷ 6.	No.
p. c.	$	$	$	$	$	$	
47·62	90,000	....	....	....	189,000	6,300	145
....	....	....	....	....	34,932	....	146
42·63	914,418	....	....	....	2,145,073	65,359	147
....	....	....	....	....	‡	....	148
....	....	....	....	....	†	....	149
75·59	3,099,669	....	....	....	4,099,669	36,250	150
48·15	58,000	....	....	....	118,000	16,098	151
63·20	4,280,000	....	....	....	6,780,000	80,227	152
....	....	....	....	....	37,700	....	153
100·00	92,466	....	....	....	92,466	7.705	154
....	....	....	....	....	10,000,000	45,579	155
....	....	....	....	....	3,522,000	234,800	156
....	....	....	....	....	250	218	157
73·00	300,000	....	....	....	403,000	24,784	158
....	....	....	....	....	250,000	23,259	159
....	....	....	....	....	105,000	10,500	160
....	696,677,305	8,365,077	5,036,546	12,661,372	1,410,297,687	....	

the Dominion Coal Company.

TABLE 5.—STATEMENT of Aid granted and paid to Railways by

Number.	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern	50,460 00	50,460 00	....	New Brunswick.	48,680 00
2	Harvey Branch..........	5,553 57	5,553 57	....	" .	9,000 00
3	Alberta Ry. & Irrig'tn. Co.	148,094 00	148,094 00	....	....	....
4	Algoma Central & Hudson Bay.	1,440,000 00	924,976 00	....	....	....
5	Atlantic & Lake Superior..	828,435 84	828,435 84	....	Quebec.	1,596,390 00
6	Atlantic, Quebec & Western	365,568 00	365,568 00	....	....	....
7	Bay of Quinté......	350,455 25	350,455 25	....	Ontario.........	84,000 00
8	Bedlington & Nelson...(nil)	....	....	....	....	....
9	Brandon, Sask'n. & Hudson Bay.......... . (nil)	....	....	....	....	....
10	*Brandon Transfer....(nil)	....	....	....	....	....
11	British Yukon.... . (nil)	....	....	....	....	....
12	Brockville, Westport & Northwestern.........	140,800 00	140,800 00	....	Ontario.	....
13	Bruce Mines & Algoma....	53,920 00	53,920 00	....	"	50,918 00
14	*Burks Falls & French River.............(nil)	....	....	....	....	....
15	Canada Atlantic (G. T. R.) including—	282,355 20	282,355 20	....	Ontario. ...... Quebec	270,000 00 200,000 00
16	Ottawa, Arnprior & Parry Sound	932,512 00	932,512 00	....	Ontario.........	577,326 06
17	Central Counties	....	....	....	"	....
18	Pembroke Southern.....	64,000 00	64,000 00	....	"	55,500 00
19	Canada Southern, including					
20	Sarnia, Chatham & Erie.	....	....	....	"	....
21	Leamington & St. Clair..	51,200 00	51,200 00	....	"	147,859 00
	Canadian Gov't Rys.:—					
22	Intercolonial, including—					
23	Canada Eastern	374,839 84	374,839 84	....	....	....
24	Drummond County.....	423,936 00	423,936 00	....	Quebec.	....
25	Fredericton & St. Mary's Bridge......	30,000 00	30,000 00	....	....	....
26	Prince Edward Island...	....	....	....	....	....
27	Canadian Northern. including—	374,606 00	374,606 00	....	....	....
28	Winnipeg Great North'rn	....	....	....	....	....
29	Port Arthur, Duluth & Western.........	271,200 00	271,200 00	....	Ontario.........	255,571 00
30	Ontario & Rainy River..	1,534,526 00	1,534,526 00	....	"	1,072,800 00
31	Manitoba..	....	....	....	Manitoba.	641,575 25
32	Canadian Northern Ont....	2,255,360 00	2,123,942 40	....	Ontario....	**............
33	Canadian Northern Que...	1,789,540 35	1,789,540 35	....	Quebec.	1,194,129 46
34	Canadian Pacific	29,750,506 00	29,750,506 00	....	Manitoba..	375,377 50
		†10,189,521 00	10,189,521 00	....	British Columbia	37,500 00
35	Owned—Canada Central.	1,525,250 00	1,525,250 00	....	Ontario.........	1,479,000 00
36	Lake Temiskaming Colonization. ...	310,335 95	310,335 95	....	Quebec.	350,076 82
37	North Shore	1,500,000 00	1 500,000 00	....	....	....
38	Montreal & Western.	361,270 00	361,270 00	....	Quebec.........	472,500 00
39	Que., M't'l., Ottawa & Occidental......	....	....	....	"	727,000 00
40	Leased—Atlantic & North West	3,888,800 00	3,888,800 00	....	"	711,122 02
41	Cap de la Madeleine...	7,424 00	7,424 00	....	....	....
42	Columbia & Kootenay.	88,800 00	88,800 00	....	....	....
43	Credit Valley.........	....	....	....	Ontario.........	531,000 00
44	Fredericton...	....	....	....	New Brunswick.	230,000 00
45	Guelph & Goderich....	....	....	....	Ontario...	....
46	Guelph Junction......	51,200 00	46,000 00	....	"	....
47	Lindsay, Bobcaygeon & Pontypool........	185,173 06	185,173 06	....	"	52,500 00

** Ontario Government guarantees Bonds, 268 miles at $20,000 per mile.

Governments and Municipalities to June 30, 1910.

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
48,680 00	...	...	...	...	...	...
9,000 00	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
947,199 25	...	...	50,500 00	9,000 00	...	...
...	...	...	...	...	...	...
84,000 00	...	...	197,990 43	197,990 43	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	116,000 00	116,000 00	...	...
50,918 00	...	...	560 00	500 00	...	...
...	...	...	...	...	...	...
270,000 00	...	...	...	...	...	...
200,000 00	...	...	154,392 00	152,900 00	...	32,000 00
577,326 06	...	...	...	...	...	...
...	...	...	24,000 00	24,000 00	...	...
55,500 00	...	...	20,000 00	20,000 00	...	...
...	...	...	322,500 00	322,500 00	...	...
147,859 00	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	15,000 00	15,000 00	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
255,571 00	...	...	40,000 00	40,000 00	...	...
1,072,800 00	...	...	50,000 00	50,000 00	...	...
641,575 25	...	...	...	...	...	...
** ...	...	...	20,000 00	20,000 00	...	...
1,194,129 46	...	...	72,000 00	72,000 00	...	200,000 00
372,157 50	...	...	...	...	...	...
37,500 00	...	...	572,500 00	464,761 29	...	...
1,479,000 00	...	...	...	...	...	42,500 00
350,076 82	...	...	...	...	...	...
...	...	...	...	...	...	...
472,500 00	...	...	...	...	...	...
727,000 00	1,176,956 00	...	25,000 00	25,000 00	771,644 62	...
699,192 08	...	...	...	...	...	325,000 00
...	...	...	...	...	...	...
...	...	...	...	...	...	...
531,000 00	...	...	1,085,000 00	1,085,000 00	...	...
230,000 00	...	...	80,000 00	86,000 00	...	...
...	...	...	31,000 00	31,000 00	...	...
...	...	...	...	...	...	193,000 00
52,500 00	...	...	73,000 00	73,000 00	...	...

† This amount was paid for 6,793,014 acres of land relinquished by Company.

TABLE 5.—STATEMENT of Aid Granted and Paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
	Can. Pacific—Leased Lines —*Continued.*	$ cts.	$ cts.	$ cts.		$ cts.
48	Manitoba & North-western				Manitoba	
49	Manitoba & South western Colonization				"	
50	Montreal & Lake Maskinougé	41,280 00	41,280 00		Quebec	87,750 00
51	Montreal & Ottawa	192,000 00	192,000 60		Ontario Quebec	100,000 00 182,210 00
52	Nakusp & Slocan	121,600 00	117,760 00		British Columbia	
53	New Brunswick				New Brunswick.	76,000 00
54	New Brunswick & Canada				"	575,000 00
55	Nicola, Kamloops & Similkameen	300,800 00	300,800 00			
56	Northern Colonization.	355,200 00	355,200 00		Quebec	96,000 00
57	Ontario & Quebec	196,000 00	196,000 00		Ontario	
58	Ottawa, Northern & Western	950,000 00	821,009 20		Ontario Quebec	50,000 00 1,316,389 15
59	Saskatchewan & Western				Manitoba	
60	Shuswap & Okanagan	163,200 00	163,200 00			
61	St. John Bridge and Ry. extension			433,900 00	New Brunswick.	5,181 81
62	St. John & Maine				"	880,000 00
63	St. Lawrence & Ottawa				Ontario	
64	St. Mary's & Western Ontario	67,344 00	67,344 00		"	
65	St. Stephen & Milltown	14,848 00	*14,848 00		New Brunswick.	13,920 00
66	Tilsonburg, Lake Erie & Pacific	158,871 48	117,431 48		Ontario	38,564 00
67	Tobique Valley	134,016 00	134,016 00		New Brunswick.	70,000 00
68	Toronto, Grey & Bruce	14,656 00	14,656 00		Ontario	375,282 00
69	West Ontario Pacific	60,000 00	60,000 00		"	
70	Orford Mountain	192,942 50	192,942 50		Quebec	138,884 92
71	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
72	Caraquet	224,000 00	224,000 00		New Brunswick.	180,000 00
73	Carillon & Grenville...(nil)					
74	Central Ontario, and	179,466 00	179,466 00		Ontario	263,000 00
75	Marmora Ry. & Mining Co	30,720 00	30,720 00		"	19,149 39
76	Colchester Coal & Ry. Co	12,800 00	12,800 00			
77	Crowsnest Southern.. (nil)					
78	Cumberland Ry. & Coal Co.	44,800 00	39,850 00		Nova Scotia	184,450 00
79	Dominion Atlantic, including—					
80	Windsor & Annapolis	1,193,369 00	1,193,369 00		Nova Scotia	
81	Cornwallis Valley	44,800 00	44,800 00		"	44,800 00
82	Western Counties	500,000 00	500,000 00		"	679,197 45
83	Midland of Nova Scotia	399,060 40	399,060 40		"	185,600 00
84	Eastern British Columbia (nil)					
85	Edmonton, Yukon & Pacific (C. N. R.)	160,000 00	91,200 00			
86	Elgin & Havelock	*82,652 82	*82,652 82		New Brunswick.	107,500 00
87	Esquimalt & Nanaimo	750,000 00	750,000 00			
88	Grand Trunk (in Canada) including—			15,142,633 33		
89	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
90	Brantford, Norfolk & Port Burwell				Ontario	68,000 00
91	Buffalo & Lake Huron				"	
92	Cobourg, Blairton & Marmora				"	18,740 00

* Includes used iron rails.

by Governments and Municipalities to June 30, 1910—*Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
....	....	....	215,600 00	215,600 00	....	....
....	900,000 00	....	....	....	....	....
87,750 00	....	....	....	....	....	....
100,000 00	....	....	....	....	....	....
182,210 00	....	....	5,300 00	5,300 00	....	....
....	647,074 00	....	....	....	....	....
76,000 00	....	....	23,000 00	23,000 00	....	....
575,000 00	....	....	47,500 00	47,500 00	....	....
....	....	....	....	....	....	....
96,000 00	....	....	....	....	....	....
....	....	....	52,500 00	52,500 00	....	....
50,000 00	....	....	150,000 00	150,000 00	....	....
1,192,672 58	....	....	101,000 00	100,000 00	....	....
....	....	....	10,000 00	10,000 00	....	....
....	....	....	....	....	....	....
5,181 81	....	....	....	....	....	....
880,000 00	....	300,000 00	....	....	....	60,000 00
....	....	....	....	....	300,000 00	90,000 00
....	....	....	80,000 00	77,996 39	....	....
13,920 00	....	....	....	....	....	....
38,564 60	....	....	75,000 00	75,000 00	....	....
70,000 00	....	....	....	....	....	....
375,282 00	....	....	988,000 00	969,561 44	....	....
....	....	....	25,000 00	25,000 00	....	....
138,884 92	....	....	3,000 00	3,000 00	....	....
99,200 00	....	....	10,000 00	10,000 00	....	....
180,000 00	....	....	....	....	....	....
....	....	....	....	....	....	....
263,000 00	....	....	93,500 00	93,500 00	....	....
19,149 39	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
173,650 00	....	....	....	....	....	....
....	....	....	....	....	....	....
44,800 00	....	....	27,685 00	27,685 00	....	....
679,197 45	....	....	250,000 00	250,000 00	....	....
183,510 40	....	....	36,000 00	36,000 00	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
107,500 00	....	....	13,000 00	13,000 00	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
179,073 00	....	....	....	....	....	....
68,000 00	....	....	....	....	....	....
....	....	....	966,000 00	966,000 00	....	....
18,740 00	26,000 00	....	113,500 00	113,500 00	....	....

TABLE 5.—STATEMENT of Aid granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
93	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00		"	
94	Grand Trunk, Georgian Bay & Lake Erie				"	336,000 00
95	Grand Junction, Belleville & North Hastings	21,888 00	21,888 00		"	224,660 00
96	Owen Sound Branch	39,744 00	39,744 00		"	
97	Great Western					
98	Hamilton & Northwestern				Ontario	565,020 00
99	London, Huron & Bruce				"	178,630 00
100	Midland Ontario				"	168,350 00
101	Montreal & Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
102	Northern				Ontario	196,188 00
103	North Simcoe				"	83,300 00
104	Northern Pacific Junction	1,320,000 00	1,320,000 00			
105	South Norfolk	54,400 00	54,400 00		Ontario	
106	Toronto Belt Line					
107	Toronto & Nipissing				Ontario	105,212 00
108	Lake Simcoe Junction				"	53,000 00
109	Victoria				"	312,000 00
110	Waterloo Junction	32,800 00	32,800 00		"	
111	Wellington, Grey & Bruce				"	241,276 00
112	Whitby, Port Perry & Lindsay				"	94,957 59
113	*Grand Trunk Pacific	966,620 16	966,620 16	10,000,000 00	Ontario	376,320 00
114	Gulf Shore	53,699 20	53,699 20		New Brunswick.	41,950 00
115	Halifax & Southwestern, including—	819,874 93	819,874 93		Nova Scotia	3,883,405 00
116	Central of N. S. & Nova Scotia Southern	653,776 00	653,776 00		"	
117	Halifax & Yarmouth	160,000 00	160,000 00		"	156,499 33
118	Middleton & Victoria Beach	125,760 00	125,760 00		"	96,000 00
119	Hampton and St. Martins.	†83,612 54	†83,612 54		New Brunswick.	145,600 00
120	Hereford	170,560 00	170,560 00		Quebec	103,000 00
121	Inverness Ry. & Coal Co., (C.N.R.)	627,000 00	368,545 97		Nova Scotia	272,000 00
122	*International of New Brunswick	556,544 00	555,752 07		New Brunswick.	218,700 00
123	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario.	315,000 00
124	Kaslo & Slocan (uil)					
125	Kent Northern	†58,334 27	†58,334 27		New Brunswick.	135,000 00
126	St. Louis & Richibucto	22.400 00	22,400 00		"	21,000 00
127	Kettle River Valley	97,771 52	97,771 52			
128	Kingston & Pembroke	48,000 00	48,000 00		Ontario.	456,493 00
129	Klondike Mines	197,184 00	197,184 00			
130	L'Assomption (road abandoned)	11,200 00	11,200 00			
131	Lake Erie & Detroit River.	571,851 00	571,851 00		Ontario.	83,000 00
132	London & Port Stanley				Ontario.	
133	Lenora Mt. Sicker (Vancouver Copper Co.) (nil)					
134	Liverpool & Milton (nil)					
135	Lotbinière & Megantic	96,000 00	96,000 00		Quebec	126,994 00
136	Manitoba Great Northern (nil)					
137	Maganetawan River	3,552 00	3,552 00		Ontario.	10,000 00
138	Manitoulin & North Shore.	32,000 00	32,000 00			
139	Maritime Coal & Ry. Co.	40,700 00	40,700 00		Nova Scotia	39,788 00

† Used iron rails. * Under construction.

by Government and Municipalities to June 30, 1910—*Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
....	....	....	....	....	....	....
336,000 00	....	....	929,000 00	929,000 00	....	....
224,660 00	....	....	213,000 00	213,000 00	....	50,000 00
....	....	....	85,500 00	85,500 00	....	....
....	....	....	....	....	....	....
565,020 00	....	....	599,805 00	599,805 00	....	....
178,630 00	....	....	311,500 00	311,500 00	....	....
168,350 00	....	....	144,870 85	144,870 85	....	....
150,000 00	....	....	21,774 00	21,774 00	....	....
196,188 00	....	....	241,980 00	241,980 00	....	390,000 00
83,300 00	....	....	....	....	....	....
....	....	....	....	....	....	....
....	....	....	65,000 00	65,000 00	....	....
....	....	....	....	....	....	....
105,212 00	....	....	376,702 59	376,702 59	....	....
53,000 00	....	....	100,000 00	100,000 00	....	....
312,000 00	....	....	186,000 00	186,000 00	....	....
....	....	....	47,000 00	47,000 00	....	....
241,276 00	....	....	682,000 00	682,000 00	....	....
94,957 59	....	....	222,094 93	222,094 93	....	....
376,320 00	....	....	300,000 00	300,000 00	....	....
41,950 00	....	....	....	....	....	....
3,879,450 00	....	....	....	....	....	....
....	....	....	88,874 17	88,874 17	....	....
156,499 33	....	....	15,338 93	15,338 93	....	....
....	....	....	....	....	....	....
145,600 00	....	....	....	....	....	....
84,226 36	....	....	....	....	....	....
233,000 00	....	....	100,000 00	50,000 00	....	....
218,700 00	....	....	5,000 00	5,000 00	....	....
135,000 00	....	....	....	....	....	....
....	....	....	....	....	....	....
135,000 00	....	....	....	....	....	....
21,000 00	....	....	....	....	....	....
....	....	....	....	....	....	....
456,493 00	....	....	509,320 00	509,320 00	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
83,000 00	....	....	356,500 00	356,500 00	....	....
....	....	....	....	....	1,332,854 00	414,000 00
....	....	....	....	....	....	....
....	....	....	....	....	....	....
126,994 00	....	....	....	....	....	....
....	....	....	....	....	....	....
10,000 00	....	....	....	....	....	....
....	....	....	....	....	....	....
39,788 00	....	....	....	....	....	....

TABLE 5. STATEMENT of Aid granted and paid to Railways

Number	Name of Railway.	By Dominion Government.			Name of of Province.	Bonus Granted.
		Bonus Granted.	Bonus Paid up.	Loan.		
		$ cts.	$ cts.	$ cts.		$ cts.
140	Massawippi Valley	5,376 00	5,376 00		Quebec	
141	Minudie Coal & Ry. Co	18,544 00	18,544 00			
142	Montreal & Atlantic				Quebec	441,000 00
143	Lake Champlain & St. Lawrence Junction				"	250,280 00
144	Montreal & Province Line	58,560 00	58,560 00		"	231,122 00
145	Montreal & Vermont Junction (nil)					
146	Moncton & Buctouche	102,400 00	101,600 00		New Brunswick.	96,000 00
147	Morrissey, Fernie & Michel (nil)					
148	Napierville Junction	173,440 00	173,440 00		Quebec	
149	Nelson & Fort Sheppard (nil)					
150	New Brunswick & P.E.I	113,440 00	113,140 00		New Brunswick	99,708 90
151	New Brunswick Coal & Ry. Co	190,400 00	190,400 00		"	224,000 00
152	New Brunswick Southern				"	413,000 00
153	New Westminster Southern (nil)					
154	North Shore	27,616 00	27,616 00		New Brunswick.	16,200 00
155	Nosbonsing & Nipissing (nil)					
156	Nova Scotia Steel & Coal Co	40,000 00	39,840 00		Nova Scotia	40,000 00
157	Ottawa & New York	262,384 00	262,384 00		Ontario.	35,000 00
158	Phillipsburg Ry. & Quarry Co	23,712 00	23,712 00		Quebec	25,667 00
159	Pontiac & Renfrew	13.600 00	13,600 00		"	17,433 60
160	Princeton Branch of Wash'g'n Co. Ry. (U.S.) (nil)					
161	*Quebec Bridge & Ry. Co	374,353 33	374,353 33		Quebec	250,000 00
162	Quebec Central	403,980 69	403,980 69		"	1,076,123 14
163	Quebec & Lake St. John	1,454,695 00	1,233,943 50		"	2,533,000 00
164	Quebec Ry. Light and Power Co	96.000 00	96,000 00		Quebec	306,945 50
165	*Quebec & New Brunswick					
166	Quebec, Montreal & Southern, including	416,550 55	416,550 55		Quebec	210,000 00
167	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
168	South Shore	296,998 38	296,998 38		"	276,645 00
169	Red Mountain (nil)					
170	Rutland & Noyan (nil)					
171	Salisbury & Albert	29,665 45	†29,391 01		New Brunswick	455,000 00
172	Schomberg & Aurora	48,000 00	46,144 00			
173	Stanstead, Shefford and Chambly (nil)					
174	St. Clair Tunnel	375,000 00	375,000 00			
175	*St. John Valley & River du Loup					
176	St. Lawrence & Adirondack	149,481 60	149,481 60		Quebec	70,400 00
177	St. Maurice Valley	112,640 00	112,640 00			
178	Sydney & Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
179	Temiskaming & Northern Ontario					
180	Temiscouata	645,9 0 00	645,950 00		Quebec New Brunsw'k	362,250 00 66,000 00
181	Thousand Islands	61,200 00	29,840 00		Ontario.	
182	Toronto, Hamilton and Buffalo	57,600 00	57,600 00		"	

* Under construction. † Includes $14,663.45 used rails.

by Governments and Municipalities to June 30, 1910—*Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
94,500 00						
			10,000 00	10,000 00		
99,708 9						
224,000 00						
413,000 00			3,000 00	3,000 00		
16,200 00						
40,000 00			4,000 00	4,000 00		
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,00 00			309,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		150,000 00
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		
70,400 00						
82,000 00						
362,250 00			25,000 00	25,000 00	}	
66,000 00						
			10.000 00	10,000 00		
			268,000 00	265,500 00		

† Includes $14,663.45 used iron rails.

TABLE 5.—STATEMENT of Aid granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted.	Bonus Paid up.	Loan.		Bonus Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
183	Vancouver, Victoria and Eastern.............(nil)	....	....	....	....	....
184	Victoria & Sidney, B.C....	....	....	....	British Columbia	107,635 00
185	Victoria Terminal Ry. & Ferry Co.......... ...(nil)	....	....	....	....	....
186	Wellington Colliery Co's. Ry.... ....(nil)	....	....	....	....	....
187	York & Carleton	32,896 00	32,896 00	....	New Brunswick.	25,247 00
	Final total..............	79,926,174 88	78,410,272 58	25,576,533 33		34,227,739 89

by Governments and Municipalities to June 30, 1910—*Concluded.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
....	....	....	....	....	....	....
107,635 00	....	....	161,452 50	161,452 50	....	....
....	....	....	....	....	....	....
....	....	....	....	....	....	....
25,247 00	....	....	....	....	....	....
32,787,030 16	2,750,030 00	300,000 00	12,988,680 40	12,739,824 98	2,404,498 62	2,839,500 00

TABLE 6.—INCOME Account of Railways for the Year ending June 30, 1910, including Comparative Statement of Net Earnings.

Number.	1	3	4	A	5	6	7
		EARNINGS.					NET EARNINGS.
	Name of Railway.	Passenger.	Freight.	Other Earnings from Operation.	Total Gross, including other Earnings from Operation. Cols. 3 + 4 + A.	Operating Expenses.	1910. Cols. 5–6.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	111,202 78	244,956 64	21,292 86	377,452 28	240,453 21	136,999 07
2	Algoma Central and Hudson Bay	20,605 18	234,546 58	140,927 99	396,079 75	287,997 73	108,082 02
3	Atlantic and Lake Superior	33,626 78	47,806 07	4,488 15	85,921 00	85,168 52	752 48
4	Atlantic, Quebec and Western	5,663 28	10,887 12	20 97	16,571 37	26,443 94	-9,872 57
5	Bay of Quinte	40,088 31	121,792 89	5,854 12	167,735 32	132.688 45	35,046 87
6	Bedlington and Nelson	160 81	1,050 07	....	1,210 88	5,975 75	-4,764 87
7	Bessemer and Barry's Bay	....	3,710 59	....	3,710 59	6,994 35	-3,283 76
8	Brandon, Saskatchewan and Hudson Bay	33,338 18	41,990 75	136 25	75,465 18	95,075 44	19,610 26
9	British Yukon	78,283 49	246,507 73	4,203 38	328,994 60	116,665 37	212,329 23
10	Brockville, Westport and Northwestern	32,199 80	27,653 85	10 00	59,863 65	37,911 49	21,952 16
11	Canada Southern	2,634,309 09	6,167,553 49	32,081 44	8,833,944 02	5,113,187 84	3,720,756 18
12	Canadian Government Railways—Intercolonial	3,234,156 83	6,181,392 12	99,996 98	9,515,545 93	8,815,268 12	700,277 81
13	" " " Prince Edward Island.	168,175 49	148,926 31	929 78	318,031 58	429,213 87	111,182 29
14	Canadian Northern	2,631,993 57	10,105,206 93	1,095,861 13	13,833,061 63	9,194,509 79	4,638,551 84
15	Canadian Northern, Ontario	151,944 29	341,212 84	17,832 59	510,989 72	477,224 26	33,765 46
16	Canadian Northern, Quebec	283,002 62	647,448 89	10,195 12	940,646 63	887,289 52	53.357 11
17	Canadian Pacific	27,557,231 29	59,243,881 59	1,516,009 45	88,317,122 33	57,767,540 42	30,549,581 91
18	Cape Breton	5,000 36	2,271 66	21 81	7,293 83	16,818 36	-9,524 53
19	Caraquet	18,309 84	34,961 40	....	53.271 24	53,240 24	31 00
20	Carillon and Grenville	1,287 98	64 12	791 50	2,143 60	4,701 21	-2,557 61
21	Central Ontario	89,382 87	209,761 16	7,652 77	306,796 80	168,854 65	137,942 15
22	Crowsnest Southern	23,774 09	133,340 07	1,368 91	158,483 07	196,530 01	-38,046 94
23	Cumberland Railway and Coal Co	16,207 12	32,729 96	....	48,937 08	43,383 53	5,553 55
24	Dominion Atlantic	397,509 58	437,189 16	2,678 34	837,377 08	513,953 92	323,423 16
25	Elgin and Havelock	3,908 04	6,686 18	....	10,594 22	11,761 01	1,166 79
26	Eastern British Columbia	4,072 60	25,526 21	61 17	29,659 98	29,020 00	639 98

27	Grand Trunk	10,772,106 84	20,241,172 34	326,221 28	31,342,500 46	22,535,496 06	8,807,004 40
28	Grand Trunk (Canada Atlantic)	460,425 32	1,532,650 63	42,729 99	2,035,805 94	1,667,433 46	368,372 48
29	Halifax and Southwestern	209,403 89	200,491 19	2,118 77	412,013 85	345,317 38	66,696 47
30	Hereford	18,205 62	47,055 66	1,540 79	66,802 07	96,904 28	–30,102 21
31	Inverness Railway and Coal Co.	22,487 59	168,808 73	1,306 56	192,602 88	104,630 20	87,972 68
32	Irondale, Bancroft and Ottawa	7,310 08	20,449 15	231 30	27,990 53	30,402 40	–2,411 87
33	Kaslo and Slocan	3,026 44	14,964 66	....	17,991 10	34,958 18	–16,967 08
34	Kent Northern	8,303 06	9,043 32	....	17,346 38	11,290 00	6,056 38
35	Kettle River Valley	415 75	1,839 15	....	2,254 90	5,907 65	–3,652 75
36	Kingston and Pembroke	59,325 03	130,940 17	Cr. 4,342 61	185,922 59	159,968 40	25,954 19
37	Klondike Mines	11,553 50	41,806 18	672 61	54,032 29	53,066 71	965 58
38	Liverpool and Milton	462 00	10,179 64	....	10,641 64	7,245 72	3,395 92
39	Lotbinière and Megantic	6,159 25	28,955 59	373 15	35,487 99	32,493 00	2,994 99
40	London and Port Stanley	39.524 76	83,995 21	708 96	124,228 93	125,924 24	–1,695 31
41	Manitoulin and North Shore	3,063 90	76,432 10	1,516 59	81,012 59	48,772 86	32,239 73
42	Maritime Coal, Railway and Power Co.	7,834 46	58,017 46	17 75	65,869 67	43,822 29	22,047 38
43	Massawippi Valley	68,443 50	128,667 77	852 35	197,963 62	148,431 57	49,482 05
44	Midland Railway Co. of Manitoba (now Manitoba Great Northern)	8,439 87	61,778 28	54 32	70.272 47	85,105 08	–14,832 61
45	Montreal and Atlantic	202,626 18	712,832 21	17,653 73	933,112 12	820,207 11	112,905 01
46	Montreal and Province Line	54,740 75	48,667 78	1,632 68	105,041 21	64,314 26	40,726 95
47	Montreal and Vermont Junction	64,349 06	39,835 96	91 75	104,276 77	60,648 81	43,627 96
48	Morrissey, Fernie and Michel	10,681 65	99,841 15	....	110,522 80	78,845 30	31,677 50
49	Moncton and Buctouche	9,772 09	18,430 43	....	28,202 52	22,818 70	5,383 82
50	Napierville Junction	5,062 65	57,234 88	84 38	62,381 91	34,821 38	27,560 53
51	Nelson and Fort Sheppard	29,540 31	42,055 48	2,887 61	74,483 40	120.203 21	–45,719 81
52	New Brunswick Coal and Railway Co	15,425 52	41,573 99	8,543 59	65,543 10	77,841 00	–12,297 90
53	New Brunswick and Prince Edward Island	9,738 58	21,046 63	103 39	30,888 60	26,120 58	4,768 02
54	New Brunswick Southern	23,187 72	20,939 80	229 16	44,356 68	76,738 60	–32,381 92
55	New Westminster Southern	14,547 96	24,922 00	135 96	39,605 92	26,332 45	13,273 47
56	North Shore Railway Co.	199 55	3,269 21	....	3,468 76	3,355 48	113 28
57	Nova Scotia Steel and Coal Co.	1,893 30	3,058 58	....	4.951 88	10,496 49	–5,544 61
58	Orford Mountain	5,739 93	16,780 37	89 00	22,609 30	33,868 66	–11,259 36
59	Ottawa and New York	72,873 21	76,462 25	2,815 23	152,150 69	150,655 58	1,495 11
60	Père Marquette	155,437 25	2,295,157 55	7,025 21	2,457,620 01	1,500,584 17	957,035 84
61	Phillipsburg Railway and Quarry Co.	....	5,492 97	....	5,492 97	3,110 00	2,382 97
62	Princeton Branch of Washington Co.	7,429 29	15,038 00	....	22,467 29	10.767 19	11,700 10
63	Quebec Central	367,967 19	729,873 54	6,842 11	1,104,682 84	759,555 75	345,127 09
64	Quebec and Lake St. John	237,473 69	335,350 17	8,237 39	581,061 25	546,917 09	34,144 16
65	Quebec Railway, Light and Power Co	14,041 87	44,028 02	4,717 96	62,787 85	48,299 43	14,488 42
66	Quebec, Montreal and Southern	120.012 63	158,123 33	335 52	278,471 48	255.304 31	23,167 17
67	Red Mountain	3,867 60	11,014 76	564 42	15,446 78	42,730 11	–27,283 33
68	Rutland and Noyan	9,421 38	4,166 61	....	13,587 99	9,418 58	4,169 41
69	Salisbury and Albert	11,790 22	22,471 24	1,214 85	35,476 31	34,544 09	932 22
70	Schomberg and Aurora	4,659 51	5,527 06	....	10,186 57	12,964 33	–2,777 76
71	Stanstead, Shefford and Chambly	36,739 07	41,098 26	298 31	78,135 64	71,965 48	6,169 16
72	St. Clair Tunnel	....	287,004 50	....	287,004 50	113,199 79	173,804 71
73	St. Lawrence and Adirondack	194,697 64	320,022 56	381 27	515,101 47	293,986 66	221,414 81
74	St. Martins	6,139 16	12,469 05	230 21	18,838 42	15,673 06	3,165 36
75	Sydney and Louisburg	19,531 91	293,133 28	2,436 07	315,101 29	293,806 36	21,294 93

TABLE 6.—INCOME Account of Railways for the Year ending June 30, 1910, including Comparative Statement of Net Earnings—*Concluded.*

	1	3	4	A	5	6	7
		EARNINGS.					NET EARNINGS.
Number.	Name of Railway.	Passenger.	Freight.	Other Earnings from Operation.	Total Gross, including other Earnings from Operation. Cols. 3+4+A.	Operating Expenses.	1910. Col. 5—6.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
76	Spokane and British Columbia	99 10	3,157 52	18 00	3,274 62	5,162 39	-1,887 77
77	Temiscouata	76,646 39	151,270 70	3,708 53	231,625 62	168,877 02	62,748 60
78	Temiskaming and Northern Ontario	693,657 98	966,707 07	76,700 35	1,737,065 40	1,142,210 16	594,855 24
79	Thousand Islands	11,913 83	23,060 74	2,386 97	37,361 54	30,910 76	6,450 78
80	Toronto, Hamilton and Buffalo	290,014 80	719,850 10	8,553 00	1,018,417 90	588,572 49	429,845 41
81	Vancouver, Victoria and Eastern	196,433 96	436,237 47	5,261 09	637,932 52	665,085 92	-27,153 40
82	Victoria Terminal Railway and Ferry Co	2,034 32	2,163 53	22 88	4,220 73	2,226 42	1,991 31
83	Victoria and Sidney, B.C	20,793 21	25,465 01	307 47	46,565 69	27,267 22	19,298 47
84	Wabash in Canada	667,447 54	1,726,648 01	5,589 72	2,399,685 27	1,792,579 29	607,105 98
85	Wellington Colliery Co	3,245 65	70,252 61	....	73,498 26	63,498 26	10,000 00
86	York and Carleton	2,419 70	3,448 30	....	5,868 00	3,865 00	2,003 00
	Final total	52,956,218 51	117,494,484 29	3,505,514 33	173,956,217 13	120,405,440 42	53,550,776 71

TABLE 7.—EARNINGS and Income for the Year ending June 30, 1910.

Operating Revenues.

	1	2	3	4	5	A	6	7	8
		REVENUE FROM TRANSPORTATION.							
Number.	Name of Railway.	Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Excess Baggage, Parlour and Chair Car Revenue and other Items.	Total Passenger Service Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6. / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$	p.c.
1	Alberta Railway and Irrigation Co	99,050 12	2·720	1,043 86	10,005 28	1,103 52	111,202 78	1·24068	29·46
2	Algoma Central and Hudson Bay	20,597 03	3·775	....	....	8 15	20,605 18	·54658	5·21
3	Atlantic and Lake Superior	28,868 30	2·117	3,605 76	1,141 34	11 38	33,626 78	·35811	39·13
4	Atlantic, Quebec and Western	5,621 88	3·004	....	....	41 40	5,663 28	·33227	33·57
5	Bay of Quinte	31,246 98	2·107	6,597 16	2,244 17	....	40,088 31	·25303	23·90
6	Bedlington and Nelson	106 88	3·524	....	52 65	1 28	160 81	·11317	13·28
7	Bessemer and Barry's Bay	....	....	....	....	....	....	....	....
8	Brandon, Saskatchewan and Hudson Bay	29,558 04	2·626	2,367 14	1,066 05	346 95	33,338 18	·75820	44·17
9	British Yukon	71,619 56	7·249	4,499 00	1,420 35	744 58	78,283 49	1·36916	23·79
10	Brockville, Westport and Northwestern	27,169 78	1·467	3,380 40	1,120 52	529 10	32,199 80	·56620	53·78
11	Canada Southern	2,114,844 54	2·219	107,834 38	391,337 84	20,292 33	2,634,309 09	1·45781	29·82
12	Canadian Government Railways—Intercolonial	2,653,156 87	1·691	229,229 23	200,448 76	151,321 97	3,234,156 83	1·08673	33·98
13	" " " P. E. Island	139,905 17	1·764	21,568 90	2,150 25	4,551 17	168,175 49	·52802	52·88
14	Canadian Northern	2,320,520 52	2·184	77,599 06	145,904 36	87,969 63	2,631,993 57	1·07830	19·02
15	" " Ontario	138,160 86	2·200	495 03	7,735 37	5,553 03	151,944 29	·45888	29·73
16	" " Quebec	257,499 68	1·856	4,529 72	14,657 68	6,315 54	283,002 62	·69219	30·08
17	Canadian Pacific	24,428,281 82	1·821	782,508 12	1,972,743 45	373,697 90	27,557,231 29	1·54881	31·20
18	Cape Breton	4,741 55	2·845	....	192 31	66 50	5,000 36	·25715	68·55
19	Caraquet	15,417 24	2·675	2,892 60	....	....	18,309 84	·42344	34·37
20	Carillon and Grenville	1,287 98	2·962	....	....	....	1,287 98	·53266	60·08
21	Central Ontario	75,905 72	2·212	6,637 43	6,839 72	....	89,382 87	59783	29·13
22	Crownest Southern	21,080 00	3·773	1,293 93	1,146 93	253 23	23,774 09	·51566	15·00
23	Cumberland Railway and Coal Co	12,629 71	2·763	1,046 88	1,916 68	613 85	16,207 12	·44855	33·11
24	Dominion Atlantic	347,340 63	2·129	13,346 32	24,256 80	12,565 83	397,509 58	·81190	47·47
25	Elgin and Havelock	3,135 69	2·212	676 08	96 27	....	3,908 04	·20876	36·88

TABLE 7.—EARNINGS and Income for the Year ending June 30, 1910—*Continued.*

Operating Revenues.

	1	2	3	4	5	A	6	7	8
		REVENUE FROM TRANSPORTATION.							
Number.	Name of Railway.	Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Excess Baggage, Parlour and Chair Car Revenue and other Items.	Total Passenger Service Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings 100 × Col. 6. / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$	p.c.
26	Eastern British Columbia	3,842 10	5·402	225 00	....	5 50	4,072 60	·53699	13·73
27	Grand Trunk	9,034,100 92	1·767	366,605 75	1,116,404 09	254,996 08	10,772,106 84	1·31333	34·36
28	Grand Trunk (Canada Atlantic)	399,293 41	2·231	23,205 06	22,711 56	15,215 29	460,425 32	·62290	22·61
29	Halifax and Southwestern	180,081 09	2·492	6,334 44	17,941 14	5,047 22	209,403 89	·67255	50·82
30	Hereford	14,676 69	2·240	2,659 23	660 00	209 70	18,205 62	·33137	27·25
31	Inverness Railway and Coal Co.	21,096 42	2·582	....	526 87	864 30	22,487 59	·52713	11·67
32	Irondale, Bancroft and Ottawa	5,977 57	2·856	711 90	556 23	64 38	7,310 08	·22977	26·15
33	Kaslo and Slocan	2,630 18	6·494	308 42	84 85	2 99	3,026 44	·43032	16·82
34	Kent Northern	7,136 02	2·782	676 08	490 96	....	8,303 06	·49124	47·86
35	Kettle River Valley	415 75	3·979	....	....	....	415 75	·19464	18·43
36	Kingston and Pembroke	48,364 08	2·538	7,208 98	3,235 37	516 60	59,325 03	·46252	31·90
37	Klondike Mines	10,697 00	14·800	856 50	....	....	11,553 50	1·16867	21·38
38	Liverpool and Milton	462 00	1·250	....	....	....	462 00	·04888	4·34
39	Lotbinière and Megantic	4,656 85	2·656	1,502 40	....	....	6,159 25	·32797	17·35
40	London and Port Stanley	33,528 16	1 119	1,552 74	3,696 00	747 86	39,524 76	·49190	31·81
41	Manitoulin and North Shore	3,063 70	3·976	....	....	20	3,063 90	·22094	8·78
42	Maritime Coal, Ry. and Power Co	6,919 10	3·321	300 48	446 20	168 68	7,834 46	·36989	11·89
43	Massawippi Valley	64,028 06	2·223	2,864 57	999 96	550 91	68,443 50	·78895	34·57
44	Midland Ry. Co. of Manitoba now Manitoba Great Northern	7,355 66	2·311	496 08	512 21	75 92	8,439 87	·25561	12 01
45	Montreal and Atlantic	176,465 72	2·373	10,316 22	12,489 08	3,355 16	202,626 18	·67547	21·71
46	Montreal and Province Line	48,312 53	2·027	2,302 31	3,369 52	756 39	54,740 75	·76903	52·11
47	Montreal and Vermont Junction	55,805 03	2·062	2,525 95	5,445 72	572 36	64,349 06	1·01873	61·71
48	Morrissey, Fernie and Michel	10,681 65	1·663	....	....	....	10,681 65	·30153	9·66
49	Monton and Bucctouche	8,819 36	2·065	801 28	56 26	95 19	9,772 09	·45685	34·65

50	Napierville Junction....	4.277 03	2·716	376 92	381 81	26 89	5,062 65	·29953	8·11
51	Nelson and Fort Sheppard....	24,356 86	3·570	1,497 60	2,973 54	707 31	29,540 31	·79501	39·66
52	New Brunswick Coal and Railway Co....	13,681 98	2·649	1,281 22	462 32	....	15,425 52	.21934	23·53
53	New Brunswick and Prince Edward Island....	8,580 09	2·352	933 81	224 68	....	9,738 58	·37673	31·52
54	New Brunswick Southern....	17,665 61	2·367	2,088 36	3,166 55	267 20	23,187 72	·44501	52·50
55	New Westminster Southern....	11,631 04	3·594	2,625 27	143 54	148 11	14,547 96	1·35810	36·73
56	North Shore Railway Co....	199 55	3·125	....	....	....	199 55	·04074	5·75
57	Nova Scotia Steel and Coal Co....	1,581 30	3·075	312 00	....	....	1,893 30	·10801	38·23
58	Orford Mountain....	5,037 50	2·662	246 48	229 49	226 46	5,739 93	·16868	25·38
59	Ottawa and New York....	64,745 11	2·207	4,245 17	2,928 67	954 26	72,873 21	·95198	47·89
60	Père Marquette....	125,269 30	2 033	8,311 86	19,174 41	2,681 68	155,437 25	·55248	6 32
61	Phillipsburg Railway and Quarry Co....	....	....	....	....	....	....	....	....
62	Princeton Branch of Washington Co....	6,767 65	1·831	194 50	381 57	85 57	7,429 29	·73923	33·06
63	Quebec Central....	331,172 83	2·083	19,099 40	12,400 00	5,294 96	367,967 19	·81429	33·31
64	Quebec and Lake St. John....	205,599 49	1·861	13,319 62	12,915 00	5,639 58	237,473 69	1·03162	40 87
65	Quebec Railway, Light and Power Co....	14,041 87	1·120	....	....	....	14,041 87	1·23902	22·36
66	Quebec, Montreal and Southern....	107,150 42	2·407	4,874 51	5,897 11	2,090 59	120,012 63	·56917	43·09
67	Red Mountain....	2,970 84	3·498	292 00	454 91	149 85	3,867 60	·58689	25·03
68	Rutland and Noyan....	9,184 02	2·234	87 36	150 00	....	9,421 38	1·39949	69·34
69	Salisbury and Albert....	8,970 45	2·664	2,353 92	327 90	137 95	11.790 22	·30803	33·26
70	Schomberg and Aurora....	4,659 51	3·063	....	....	....	4,659 51	·21331	45·74
71	Stanstead, Shefford and Chambly....	28,521 84	2·345	1,735 09	5,697 49	784 65	36,739 07	·58888	47·02
72	St. Clair Tunnel....	....	....	....	....	....	....	....	....
73	St. Lawrence and Adirondack....	182,652 84	1 657	2,585 62	8,093 29	1,365 89	194,697 64	1·06397	37·80
74	St. Martins....	5.121 91	2 509	967 23	50 02	....	6,139 16	·34068	32·58
75	Sydney and Louisburg....	16,651 80	2·521	1,078 40	1,008 29	793 45	19,531 94	·53228	6·19
76	Spokane and British Columbia....	97 62	3·528	....	1 48	....	99 10	·08662	3·02
77	Temiscouata....	67,954 02	2·466	5.684 04	1,623 21	1,385 12	76,646 39	·52527	33·09
78	Temiskaming and Northern Ontario....	636,613 61	2·485	13,178 81	37,309 06	6,556 50	693,657 98	1 95151	39·93
79	Thousand Islands....	8,388 46	4 562	563 00	2,962 37	....	11,913 83	·35764	31·88
80	Toronto, Hamilton and Buffalo....	271,645 55	1·944	3,248 74	12,900 00	2,220 51	290,014 80	1·02613	28·47
81	Vancouver, Victoria and Eastern....	179,809 37	2 985	4,014 83	5,916 00	6,693 76	196,433 96	·96274	30·79
82	Victoria Terminal Ry. and Ferry Co....	2,002 74	3·103	31 58	....	....	2.034 32	1·36623	48·20
83	Victoria and Sydney, B C....	20,370 06	2·313	423 15	....	....	20,793 21	·91777	44·65
84	Wabash in Canada....	630,216 04	1·724	1,343 92	29,716 31	6,171 27	667,447 54	·93534	27·81
85	Wellington Colliery Co....	2,976 65	5·340	269 00	....	....	3,245 65	·72061	4 47
86	York and Carleton....	2,159 00	5·651	20 00	240 70	....	2,419 70	·28460	41·23
	Final total....	46,018,879 56	....	1,799,887 80	4,143,837 52	993,613 63	52.956,218 51	....	....

TABLE 7.—EARNINGS and Income for the Year ending June 30, 1910—*Continued.*

Operating Revenues.

Number.	1	9	10	B	11	12	13	14	15	16	17
		REVENUE FROM TRANSPORTATION.						REVENUE FROM OPERATION OTHER THAN TRANSPORTATION.		SUMMARY OF REVENUES.	
	Name of Railway.	Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Service Train Revenue and Miscellaneous.	Total Revenue from Transportation.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100xCol.9xB / Col. 16.	Station and Train Privileges, Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 11 + 14 + 15.	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$
1	Alberta Railway and Irrigation Co.	244,531 64	2·802	425 00	356,159 42	2·90349	64·81	8,042 48	13,250 38	377,452 28	2·92335
2	Algoma Central and Hudson Bay	114.720 54	1·809	119.826 04	255,151 76	4·51302	59·21	61,176 50	79,751 49	396,079 75	7·43107
3	Atlantic and Lake Superior	47,806 07	4·488		81,432 85	·50911	55·64		4,488 15	85,921 00	·91502
4	Atlantic, Quebec and Western	10,887 12	3·927		16,550 40	·63289	65·69	20 97		16,571 37	·97227
5	Bay of Quinte	121.792 89	2·097		161,881 20	·74190	72·61	2,449 86	3,404 26	167,735 32	1·02176
6	Bedlington and Nelson	1,050 07	5·319		1,210 88	·72319	86·72			1.210 88	·83394
7	Bessemer and Barry's Bay	3,710 59	2·971		3,710 59		100·00			3,710 59	1·23686
8	Brandon, Saskatchewan and Hudson Bay	41,730 74	1·448	260 01	75,328 93	1·67922	55·64	136 25		75,465 18	1·09408
9	British Yukon	246,507 73	12·181		324,791 22	4·34513	74·93	127 55	4,075 83	328,994 60	5·64429
10	Brockville, Westport and Northwestern	27,653 85	4·104		59,853 65	·97889	46·20		10 00	59,863 65	1 04419
11	Canada Southern	6,117,596 94	·563	49,956 55	8,801,862 58	3·05135	69·81	26,675 52	5,405 92	8,833,944 02	2·38864
	Canadian Government Railways—										
12	Intercolonial	6,120,691 51	·553	60,700 61	9,415,548 95	1·47707	61·96	33,139 78	66,857 20	9,515,545 93	1·40313
13	Prince Edward Island	146,631 41	4·185	2,294 90	317,101 80	·80019	46·82	674 55	255 23	318,031 58	·96955
14	Canadian Northern	9,955,289 93	·734	149,917 00	12,737,200 50	2·59161	73·05	27,084 61	1,068,776 52	13,833,061 63	2·37908
15	" " Ontario	337,749 33	·882	3,463 51	493,157 13	1·37600	66·77	801 77	17,030 82	510,989 72	1·14479
16	" " Quebec	642,343 81	1·303	5,105 08	930,451 51	1·90502	68·83	4,644 83	5,550 29	940,646 63	1·53211
17	Canadian Pacific	58,904,060 20	·778	339,821 39	86,801,112 88	2·66294	67·08	308,443 22	1,207,566 23	88,317,122 33	2·30007
18	Cape Breton	2,271 66	3·910		7,272 02	11668	31·14	21 81		7,293 83	·37465
19	Caraquet	34,961 40	2·963		53,271 24	·80852	65·63			53,271 24	1·22196
20	Carillon and Grenville	64 12	10·960		1,352 10	·26517	2·99		791 50	2,143 60	·88651
21	Central Ontario	209,761 16	2·110		299,144 03	·20650	68·37		7,652 77	306,796 80	1·54880
22	Crowsnest Southern	133,269 36	1·222	70 71	157,114 16	2·10734	84·13	425 58	943 33	158,483 07	1·44895

TABLE 7.—EARNINGS and Income for the Year ending June 30, 1910—*Continued.*

Operating Revenues.

Number.	1	9	10	B	11	12	13	14	15	16	17
		REVENUE FROM TRANSPORTATION.						REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.		SUMMARY OF REVENUES.	
	Name of Railway.	Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Service Train Revenue and Miscellaneous.	Total Revenue from Transportation.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100x Col. 9 B / Col. 16.	Station and Train Privileges, Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 11 + 14 + 15.	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$
23	Cumberland Railway and Coal Co.	32,729 96	2·424	.. ..	48,937 08	·90584	66·89	... .. .	....	48,937 08	1·35439
24	Dominion Atlantic	437,021 66	2·554	167 50	834,698 74	1·75078	52·20	1,168 09	1,510 25	837,377 08	1·50515
25	Elgin and Havelock	9,805 92	5·176	Cr. 3,119 74	10,594 22	·52382	63·12	....	....	10,594 22	·56593
26	Eastern British Columbia	23,821 21	1·823	1,705 00	29,598 81	3·36579	86·06	23 92	37 25	29,659 98	3·91086
27	Grand Trunk	19,968,630 34	·672	275,542 00	31,016,279 18	2·11614	64·58	131,411 17	194.810 11	31,342,500 46	1·81698
28	Grand Trunk (Canada Atlantic)	1,430,373 09	660	102,277 54	1,993,075 95	1·89148	75·28	16,332 56	26,397 43	2,035,805 94	1·44082
29	Halifax and Southwestern	199,066 39	1·860	1,424 80	409,895 08	·78332	48·66	893 13	1.225 64	412,013 85	1·20498
30	Hereford	47,054 16	1·044	1 50	65,261 28	1·03335	70 44	160 24	1,380 55	66,802 07	84489
31	Inverness Railway and Coal Co.	168,592 10	1·040	216 63	191,296 32	1·59695	87·66	155 63	1,150 93	192,602 88	1 82204
32	Irondale, Bancroft and Ottawa	20,449 15	2·246	....	27,759 23	·64277	73·06	12 00	219 30	27,990 53	·87981
33	Kaslo and Slocan	14,964 66	5·379	....	17,991 10	2·12635	83·18	....	....	17,991 10	2 55809
34	Kent Northern	9,043 32	4·811	....	17,346 38	·53505	52·14	....	....	17,346 38	1·01977
35	Kettle River Valley	1,839 15	6·015	....	2,254 90	·86102	81·57	....	.. ..	2,254 90	1·05566
36	Kingston and Pembroke	112,135 84	2·139	18,804 33	190,265 20	1·29665	70·42	Cr. 4,342 61	....	185,922 59	1·41010
37	Klondike Mines	41,806 18	27·738	....	53,359 68	4·22882	77·37	....	672 61	54,032 29	5·46554
38	Liverpool and Milton	10,179 64	5·039	....	10,641 64	1 07721	95 66	....	....	10,641 64	1·12607
39	Lotbinière Megantic	28,955 59	3·775	... .	35,114 84	1·54182	81·59	285 40	87 75	35,487 99	1·80728
40	London and Port Stanley	75,471 99	·916	8,523 22	123,519 97	1·48134	67·61	385 31	323 65	124.228 93	1·02189
41	Manitoulin and North Shore	72,270 50	2·185	4,161 60	79,496 00	3·00185	94·34	1,453 00	63 59	81,012 59	3·14991
42	Maritime Coal, Ry. and Power Co.	58,017 46	3·232	....	65,851 92	2·01764	88·08	....	17 75	65,869 67	2·29072
43	Massawippi Valley	127,296 13	·883	1,371 64	197,111 27	1·33147	64·49	358 26	494 09	197,963 62	1·11453
44	Midland Ry. Co. of Manitoba now Manitoba Great Northern.	61,703 38	1·020	74 90	70,218 15	1·87360	87·91	54 32	....	70,272 47	1·82578
45	Montreal and Atlantic	707,255 48	1·186	5,576 73	915,458 39	1·75117	76·39	5,766 72	11,877 01	933,112 12	1·71527
46	Montreal and Province Line	48,510 67	2·542	157 11	103,408 53	1·14698	46·18	111 44	1,521 24	105,041 21	1·08413

TABLE 7.—EARNINGS and Income for the Year ending June 30, 1910—*Concluded.*

Operating Revenues.

Number.	1	9	10	B	11	12	13	14	15	16	17
		REVENUE FROM TRANSPORTATION.						REVENUE FROM OPERATION OTHER THAN TRANSPORTATION.		SUMMARY OF REVENUES.	
	Name of Railway.	Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Service Train Revenue and Miscellaneous.	Total Revenue from Transportation.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100xCol. 9xB / Col. 16.	Station and Train Privileges. Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 11 + 14 + 15.	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$
47	Montreal and Vermont Junction...	39,750 51	2·157	85 45	104,185 02	1·10080	38·20	25 95	65 80	104,276 77	1·04955
48	Morrissey, Fernie and Michel......	93,744 35	2·726	6,096 80	110,522 80	2·81846	90·34	....	....	110,522 80	3·12000
49	Moncton and Buctouche..........	18,430 43	2·981	....	28,202 52	·86163	65·35	....	....	28,202 52	1·31849
50	Napierville Junction............	57,234 88	·883	....	62,297 53	2·76509	91·79	97 20	Cr. 12 82	62,381 91	3·01507
51	Nelson and Fort Sheppard.........	41,667 13	2·770	388 35	71,595 79	2·28017	56·40	188 55	2,699 06	74,483 40	1·33672
52	New Brunswick Coal and Ry. Co..	41,573 99	1·354	....	56,999 51	·59116	63·43	....	8,543 59	65,543 10	·93199
53	New Brunswick and P. E. Island.	21,046 63	3·909	....	30,785 21	·33869	68·14	....	103 39	30,888 60	·57865
54	New Brunswick Southern.........	20,937 80	1·666	2 00	44,127 52	·35683	47·21	5 17	223 99	44,356 68	·75588
55	New Westminster Southern........	24,668 70	5·806	253 30	39,469 96	2·32655	62·92	118 96	17 00	39,605 92	3·68633
56	North Shore Railway Co..........	3,269 21	5·002	....	3,468 76	·68108	94·25	....	....	3,468 76	·72266
57	Nova Scotia Steel and Coal Co.....	3,058 58	5·183	....	4,951 88	·17451	61·77	....	....	4,951 88	·28250
58	Orford Mountain....	16,755 17	3·878	25 20	22,520 30	.49315	74·22	63 00	26 00	22,609 30	·66414
59	Ottawa and New York...	76,345 58	1·386	116 67	149,335 46	2·05113	50·25	1,237 59	1,577 64	152,150 69	1·32731
60	Père Marquette..........	2,269,438 13	·523	25,719 42	2,450,594 80	2·26394	93·38	1,240 11	5,785 10	2,457,620 01	1·90456
61	Phillipsburg Ry. and Quarry Co....	5,492 97	6·893	....	5,492 97	·91733	100·00	....	....	5,492 97	·91733
62	Princeton Branch of Washington Co.	15,038 00	1·837	....	22,467 29	2·18639	66·94	....	....	22,467 29	2·11317
63	Quebec Central..................	729,873 54	1·503	....	1,097,840 73	2·42475	66·06	2,379 07	4,463 04	1,104,682 84	1·78864
64	Quebec and Lake St. John.........	333,942 55	1·477	1,407 62	572,823 86	1·68382	57·71	3,631 76	4,605 63	581,061 25	1·48569
65	Quebec Ry. Light and Power Co...	43,058 22	3·753	969 80	58,069 89	2·14198	70·12	367 03	4,350 93	62,787 85	1·99776
66	Quebec, Montreal and Southern....	156,460 99	1·279	1,662 34	278,135 96	1·04674	56·78	473 52	Cr. 138 00	278,471 48	1·27776
67	Red Mountain..............	8,304 76	5·419	2,710 00	14,882 36	·84462	71·31	248 33	316 09	15,446 78	1·18104
68	Rutland and Noyan.	4,166 61	·719	....	13,587 99	·90303	30·66	....	....	13,587 99	2·01990
69	Salisbury and Albert.............	22,471 24	1·372	....	34,261 46	·58709	63·34	....	1,214 85	35,476 31	·92468
70	Schomberg and Aurora...........	5,527 06	4·821	....	10,186 57	·20725	54·26	....	....	10,186 57	·46635
71	Stanstead, Shefford and Chambly..	40,855 76	2·962	242 50	77,837 33	·89404	52·59	160 82	137 49	78,135 64	·86294

72	St. Clair Tunnel......	....	....	287,004 50	287,004 50	....	100·00	....	... .	287,004 50	....
73	St. Lawrence and Adirondack.....	319,908 06	1·279	114 50	514,720 20	3·04793	62·13	345 34	35 93	515.101 47	1·79405
74	St. Martins......................	12,469 05	3·769	. ....	18.608 21	·69196	66·19	44 75	185 46	18,838 42	1·04541
75	Sydney and Louisburg	280,562 82	·689	12,570 46	312,665 22	1·83185	93·02	652 32	1,783 75	315,101 29	1·60182
76	Spokane and British Columbia.....	2,678 86	4·752	478 66	3,256 62	2·76005	96·42	18 00	....	3,274 62	2·86243
77	Temiscouata	150,870 70	2·555	400 00	227,917 09	1·75757	65·54	1,925 22	1,783 31	231,625 62	1 43585
78	Temiskaming & Northern Ontario.	957,149 59	1·543	9,557 48	1,660,365 05	2·63473	55·65	23,950 02	52,750 33	1,737,065 40	2·30872
79	Thousand Islands.................	23,060 74	11·136	....	34,974 57	·69226	61·72	....	2,386 97	37,361 54	1·12156
80	Toronto, Hamilton and Buffalo....	678,332 61	1·062	41,517 49	1,009,864 90	3.81175	70·68	4,374 57	4,178 43	1,018,417 90	2·15132
81	Vancouver, Victoria and Eastern..	433,952 26	1·323	2,285 21	632,671 43	2·78166	68·38	3,754 40	1,506 69	637,932 52	2·18571
82	Victoria Terminal Ry. & Ferry Co..	2,173 67	5·540	Cr. 10 14	4,197 85	2·14210	51·26	20 03	2 85	4,220 73	2·83461
83	Victoria and Sydney, B.C.........	25,252 01	5·093	213 00	46,258 22	1·60825	54·22	269 32	38 15	46,565 69	2·05533
84	Wabash in Canada..........	1,717,099 59	·530	9,548 42	2,394,095 55	1·90206	71 95	5,376 23	213 49	2,399,685 27	1·47927
85	Wellington Colliery Co......... ..	70,252 61	1·726	....	73,498 26	1·96764	95·53	.. ..	....	73,498 26	2·05854
86	York and Carleton................	3,448 30	7·375	....	5,868 00	·40558	58·77	....	....	5,868 00	·69019
	Final total	115,942.399 70	....	1,552,084 59	170,450,702 80	....	.. ..	679,061 12	2,826,453 21	173,956,217 13	

Table 8.—Summary of Operating Expenses

Number.	1	2	3	4	5	6
	Name of Railway.	Maintenance of Way				
		Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.	3,000 00	....	25,781 93	280 24	....
2	Algoma Central and Hudson Bay.	4,151 70	854 71	24,316 63	270 09	992 43
3	Atlantic and Lake Superior.	480 45	....	3,053 73	....	412 10
4	Atlantic, Quebec and Western.	....	....	11 20	2 00	24 19
5	Bay of Quinte	1,871 26	60 00	3,607 07	12 95	394 06
6	Bedlington and Nelson	1,349 11	....	1,222 68	Cr. 15 55	Cr. 5 23
7	Bessemer and Barry's Bay	....	....	....	....	....
8	Brandon, Saskatchewan and Hudson Bay	4,564 60	....	Cr. 14 82	Cr. 107 56	1,076 03
9	British Yukon	53 41	....	2,302 34	10 99	1,056 48
10	Brockville, Westport and Northwestern	475 97	....	3,195 88	....	....
11	Canada Southern	38.873 71	46,597 13	132,305 39	144,547 38	106,198 56
12	Canadian Gov. Rys. (Intercolonial)	50,697 72	41,154 85	239,472 91	259,989 75	135,030 27
13	" " (P. E. Island)	2,806 30	1,600 47	11,656 82	10,993 15	5,714 18
14	Canadian Northern	45,571 29	Cr. 22 50	637,208 11	12,652 50	55,856 84
15	" " Ontario	5,606 31	24 00	3,498 05	632 30	3,363 17
16	" " Quebec	9,469 19	777 22	34,547 75	....	6,132 96
17	Canadian Pacific	438,159 30	190,500 38	1,164,955 68	376,628 02	522,547 05
18	Cape Breton	440 60	....	1,153 65	....	....
19	Caraquet	720 00	600 00	3,792 95	....	1,445 00
20	Carillon and Grenville	....	....	664 00	....	50 00
21	Central Ontario	1,435 00	3,571 68	6,900 00	615 88	2,748 04
22	Crowsnest Southern	5,433 86	....	6,115 49	157 48	4,665 18
23	Cumberland Ry. and Coal Co.	1,200 00	....	2,881 25	....	345 07
24	Dominion Atlantic	2,232 05	....	18,027 49	10,500 00	2,988 82
25	Elgin and Havelock	....	....	1,667 16	....	104 32
26	Eastern British Columbia	447 85	....	....	....	127 68
27	Grand Trunk	107,474 91	71,602 85	727,698 62	823,127 38	194,357 48
28	Grand Trunk (Canada Atlantic)	12,748 70	7,777 98	101,561 32	14,201 71	14,270 35
29	Halifax and Southwestern	4,309 75	....	11,161 45	Cr. 5 60	906 69
30	Hereford	1,448 70	375 55	4,917 57	778 24	1,919 45
31	Inverness Ry. and Coal Co.	1,297 07	....	4,267 17	731 22	1,142 43
32	Irondale, Bancroft and Ottawa	360 00	265 40	3,106 50	....	79 56
33	Kaslo and Slocan	....	....	2,653 37	36 50	64 78
34	Kent Northern	625 00	....	750 00	....	500 00
35	Kettle River Valley	97 49	....	....	....	....
36	Kingston and Pembroke	3,030 59	....	11,430 40	161 00	1,415 18
37	Klondike Mines	....	....	....	52 95	....
38	Liverpool and Milton	....	....	....	....	....
39	Lotbinière and Megantic	....	78 75	1,164 71	38 12	190 42
40	London and Port Stanley	993 70	212 50	4,088 33	102 34	1,616 49
41	Manitoulin and North Shore	1,266 50	....	2,802 22	0 93	231 04
42	Maritime Coal, Ry. and Power Co.	....	....	750 00	....	....
43	Massawippi Valley	1,186 97	....	6,799 26	128 07	939 44
44	Midland Ry. Co. of Manitoba, now Manitoba Great Northern	4,782 56	127 48	1,969 40	0 58	497 28
45	Montreal and Atlantic	8,253 13	2,993 33	20,618 32	18,174 91	14,111 24
46	Montreal and Province Line	843 20	266 03	5,675 47	252 48	858 45
47	Montreal and Vermont Junction	854 27	....	2,281 89	237 60	501 79
48	Morrissey, Fernie and Michel	....	....	2,624 69	2,565 45	....
49	Moncton and Buctouche	....	....	1,414 56	....	188 28
50	Napierville Junction	837 92	....	....	19 65	36 60
51	Nelson and Fort Sheppard	4,216 08	....	9,549 49	Cr. 30 47	619 08

for the Year ending June 30, 1910.

7	8	9	10	11	12	13	
AND STRUCTURES.							
Roadway and Track.	Removal of Snow, Sand and Ice.	Tunnels.	Bridges, Trestles and Culverts.	Over and under Grade Crossings.	Grade Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences, and Snow Sheds.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
30,593 31	757 33	....	1,616 65	....	2,638 39	....	1
18,911 45	3,188 86	....	17,135 04	....	175 79	....	2
18,091 28	58 11	....	2,289 38	....	686 59	....	3
5,458 21	19 55	....	....	....	82 98	121 45	4
12,937 30	1,287 55	....	588 43	....	760 44	8 40	5
1,549 49	....	....	83 53	38 97	....	27 72	6
1,975 55	50 46	....	62 25	....	....	....	7
19,827 54	3,615 56	....	1,187 16	....	121 61	286 97	8
20,197 20	10,429 87	....	1,438 74	....	9 01	317 32	9
2,936 35	468 90	....	1,088 48	....	1.709 00	....	10
369,185 39	13,515 28	....	82,907 61	2,098 11	19,158 54	13 70	11
569,733 14	89,363 62	....	62,844 10	761 08	37,491 35	9,937 18	12
59,125 19	11,592 96	....	1,523 27	....	5,568 27	410 48	13
856,717 35	78,251 98	....	163,849 93	....	13,804 62	12 63	14
67,192 00	7,585 54	....	5,292 36	....	815 29	25 28	15
77,513 12	21,044 30	....	59,795 65	55 00	3,733 63	1,493 16	16
6,744,621 19	490,984 95	17,177 05	1,032,666 27	7,510 41	290,320 27	55,967 95	17
3,447 82	184 45	....	53 95	....	80 78	....	18
9,860 87	....	....	1,225 00	....	950 58	175 00	19
345 00	....	....	150 00	....	180 00	....	20
22,524 35	3,119 31	....	2,713 69	....	3,972 64	....	21
55,501 92	3,391 36	....	10,161 22	....	440 15	....	22
8,033 51	....	....	180 00	....	....	....	23
46,477 72	3,052 39	....	11,280 76	709 83	8,689 34	614 60	24
2,796 73	85 17	....	961 50	....	94 60	1 25	25
7,817 76	1,053 43	....	507 23	....	5 78	....	26
1,351,434 43	109,689 81	39 00	388,729 96	18,861 21	151,126 29	7,657 88	27
147,913 00	17,901 37	....	4,017 45	Cr. 1,472 53	9,956 69	1,062 99	28
57,799 99	807 59	....	1,623 54	....	1,423 72	261 40	29
17,358 32	1,779 74	....	3,485 03	....	583 13	....	30
14,552 84	1,539 44	....	1,272 75	....	1,159 52	239 28	31
6,598 72	940 95	....	482 76	4 68	6 72	....	32
6,957 42	3,603 41	....	2,108 56	....	....	....	33
1,650 00	....	....	....	....	25 00	....	34
2,132 98	5 25	....	....	....	....	....	35
28,130 17	1,774 14	....	4,562 96	....	1,122 84	457 80	36
8,113 39	2,283 95	....	5,925 70	....	....	....	37
....	....	....	....	....	....	....	38
5,668 48	36 23	....	152 48	....	156 09	....	39
8,239 18	1,717 05	....	1,423 00	25 29	611 82	....	40
5,445 25	463 03	....	33 85	....	....	....	41
6,598 91	194 62	....	163 11	....	11 35	....	42
17,875 50	336 92	....	76 87	....	676 22	....	43
25,549 93	1,841 19	....	357 05	....	124 37	103 86	44
93,157 65	9,596 63	....	51,802 32	61 72	22,168 56	121 30	45
11.904 09	1,338 18	....	1,741 97	....	1,791 48	57 37	46
5,288 51	1,064 02	....	569 24	....	788 91	36 75	47
3,582 47	1,497 10	....	....	....	....	....	48
4,976 96	....	....	1,735 38	....	....	....	49
3,229 88	505 72	....	45 16	....	412 85	10 10	50
27,804 61	2,092 28	....	21,150 80	....	9 38	....	51

TABLE 8.—SUMMARY of Operating Expenses

Number.	Name of Railway.	Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.
	1	2	3	4	5	6
		Maintenance of Way				
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
52	New Brunswick Coal and Ry. Co..	....	....	3,600 95	....	125 86
53	New Brunswick and P. E. Island..	100 00	....	1,975 00	....	159 71
54	New Brunswick Southern.........	2,476 89	429 00	195 55	742 00	3,743 42
55	New Westminster Southern......	2,056 06	163 05	2,362 12	Cr. 32 31	189 08
56	North Shore..............	....	....	....	....	....
57	Nova Scotia Steel and Coal Co ..	....	....	1,140 90	....	25 00
58	Orford Mountain	....	1,517 01	408 98	....	116 35
59	Ottawa and New York...........	1,356 19	8,016 76	3,629 11	764 94	749 07
60	Père Marquette	8,521 68	3,905 44	17,539 61	176 39	2,725 82
61	Phillipsburg Railway and Quarry Co.	....	....	....	....	....
62	Princeton Br'ch of Washington Co.	74 82	....	716 23	299 88	273 87
63	Quebec Central	4,206 62	3,500 00	16,500 00	42,000 00	4,079 74
64	Quebec and Lake St. John... ..	4,721 47	....	16,609 58	60 92	4,236 25
65	Quebec Ry., Light and Power Co..	241 36	....	442 62	21 32	59 99
66	Quebec, Montreal and Southern...	5.058 49	....	14,208 19	239 22	3,300 61
67	Red Mountain............	901 90	....	2,612 90	Cr. 5 50	200 72
68	Rutland and Noyan..........	112 12	32 65	184 71	35 16	42 23
69	Salisbury and Albert	752 60	236 25	2,407 35	822 53	9 77
70	Schomberg and Aurora	....	....	....	....	....
71	Stanstead, Shefford and Chambly..	682 75	....	6,260 12	265 59	878 72
72	St. Clair Tunnel	....	....	....	....	....
73	St. Lawrence and Adirondack.....	1,787 85	133 55	8,566 43	1,711 58	3,430 60
74	St. Martins	....	....	1,717 37	....	568 42
75	Sydney and Louisburg	1,353 00	....	11,313 79	1,877 22	5,364 34
76	Spokane and British Columbia	83 78	....	237 30	....	....
77	Temiscouata...............	1,928 40	....	9,588 97	309 04	1,088 75
78	Temiskaming and Northern Ontario	7,506 33	10,271 36	24,014 39	13,217 10	8,413 68
79	Thousand Islands	46 35	68 80	664 58	6 45	428 62
80	Toronto, Hamilton and Buffalo....	6,192 82	17,256 13	14,357 57	4,552 59	7,273 98
81	Vancouver, Victoria and Eastern..	14,993 43	118 41	16,706 84	8,278 53	7,779 08
82	Victoria Terminal Ry. and Ferry Co.	26 84	....	104 35	....	3 70
83	Victoria and Sydney, B.C.........	359 60	....	1,417 68	....	49 30
84	Wabash in Canada................	718 50	12 22	687 06	655 04	201 38
85	Wellington Colliery Co	....	....	949 13	....	....
86	York and Carleton................	....	....	....	....	....
	Final total	839,925 47	415,078 44	3,436,727 46	1,753,740 37	1,141,231 29

for the Year ending June 30, 1910—*Continued.*

AND STRUCTURES—*Continued.*

7 Roadway and Track.	8 Removal of Snow, Sand and Ice.	9 Tunnels.	10 Bridges, Trestles and Culverts.	11 Over and Under Grade Crossings.	12 Grade Crossings, Fences, Cattle Guards and Signs.	13 Snow and Sand Fences and Snow Sheds.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
14,042 21	......	......	783 24	......	......	......	52
4,615 11	213 96	......	1,271 78	......	799 56	......	53
20,188 93	759 83	......	385 56	......	686 34	37 61	54
5,026 20	6 34	......	657 74	......	51 43	......	55
888 80	60 85	......	......	......	......	......	56
2,163 95	......	......	......	......	363 00	......	57
7,510 91	1,417 72	......	606 52	......	497 02	71 35	58
18,131 51	1,046 75	......	1,024 05	......	1,246 15	89 81	59
49,262 18	6,185 02	......	9,303 39	349 50	4,679 54	10 95	60
......	......	......	......	......	......	......	61
1,377 29	......	......	......	......	64 85	......	62
76,292 60	739 75	......	2,533 50	......	809 08	845 02	63
49,508 97	19,741 10	......	8,118 03	281 44	1,590 69	120 34	64
2,455 90	1,098 55	......	385 00	6 14	466 50	28 29	65
24,852 92	5,802 47	......	8,931 30	......	2,341 53	0 48	66
4,921 16	631 79	......	6,444 64	......	28 56	......	67
756 48	105 17	......	5 00	......	40 38	......	68
7,125 85	......	......	1,539 43	......	116 62	......	69
2,959 66	......	......	......	......	......	......	70
7,972 38	1,531 72	......	1,931 98	2 95	690 52	33 50	71
......	......	......	......	......	......	......	72
16,067 65	1,653 36	......	3,984 50	134 86	2,365 28	21 64	73
......	......	......	634 75	......	......	......	74
30,807 88	1,008 66	......	1,504 94	......	1,862 09	......	75
2,018 71	......	......	......	......	......	......	76
26,646 10	470 44	......	5,991 91	......	2,254 24	79 89	77
166,417 67	15,449 40	......	13,739 09	Cr. 314 60	2,265 47	38 24	78
2,523 11	11 90	......	768 15	......	46 35	......	79
49,880 34	5,538 53	11 75	6,535 26	......	5,977 07	341 25	80
178,779 44	1,333 64	361 19	18,237 60	1,982 99	761 28	85 67	81
306 05	......	......	5 84	......	52 63	......	82
4,065 97	......	......	79 00	......	700 20	......	83
640 27	......	......	7 38	......	......	......	84
8,943 88	......	......	......	......	......	......	85
1,435 00	......	......	......	......	......	......	86
11,683,918 50	968,916 50	17,528 99	2,048,471 72	31,097 05	614,400 97	81,225 86	

TABLE 8.—SUMMARY of Operating Expenses

Number.	14 Name of Railway.	15 Maintenance of Way Signals and interlocking plants.	16 Telegraph and telephone lines.	17 Electric power transmission	18 Buildings, fixtures and grounds.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway & Irrigation Co		1,324 14		7,306 12
2	Algoma Central & Hudson Bay		1,850 10		2,317 61
3	Atlantic & Lake Superior		201 43		1,264 64
4	Atlantic, Quebec & Western		43 94		36 33
5	Bay of Quinte	808 70	105 08		1,327 04
6	Bellington and Nelson	32 61	11 91		36 79
7	Bessemer & Barry's Bay		4 62		
8	Brandon, Saskatchewan & Hudson Bay	235 57	183 92		1,727 27
9	British Yukon		578 35		3,064 32
10	Brockville, Westport & Northwestern				583 97
11	Canada Southern	50,323 10	3,302 86		29,375 91
12	Canadian Government Rys. (Intercolonial)	4,997 94	1,033 62		161,045 11
13	" " " (P. E. Island)	13 20	7 10		6,561 23
14	Canadian Northern	8,003 09	35,761 35	115,178 74	3,289 81
15	Canadian Northern, Ontario	355 98	2,743 75		3,071 96
16	Canadian Northern, Quebec	1,643 80	178 30		12,760 99
17	Canadian Pacific	46,214 85	327,902 77		1,536,208 16
18	Cape Breton		98 43		31 07
19	Caraquet				
20	Carillon & Grenville				40 00
21	Central Ontario		117 11		6,279 78
22	Crowsnest Southern	141 44	183 33		1,693 04
23	Cumberland Railway & Coal Co				
24	Dominion Atlantic	42 68	328 13		5,378 72
25	Elgin & Havelock				36 84
26	Eastern British Columbia		32 35		280 55
27	Grand Trunk	29,035 94	26,589 82	37 56	494,227 37
28	Grand Trunk (Canada Atlantic)	1,066 19	6,508 02		31,951 91
29	Halifax & Southwestern	25 59	792 53		4.654 47
30	Hereford	42 63			954 31
31	Inverness Ry. & Coal Co		203 02		2,740 16
32	Irondale, Bancroft & Ottawa		235 08		139 24
33	Kaslo & Slocan		9 35		214 36
34	Kent, Northern				50 00
35	Kettle River Valley				21 39
36	Kingston & Pembroke		1 05		1,280 22
37	Klondike Mines		39 65		670 75
38	Liverpool & Milton				
39	Lotbinière & Megantic		2 70		199 82
40	London & Port Stanley	37 68	15 47		2,458 71
41	Manitoulin & North Shore		527 24		129 40
42	Maritime Coal, Ry. & Power Co		29 61		182 78
43	Massawippi Valley		3 90		2,612 11
44	Midland Ry. Co. of Manitoba, now Manitoba Great Northern	296 80	131 29		643 99
45	Montreal and Atlantic	1,322 01	2,965 82		12,882 70
46	Montreal and Province Line		87 59		2,376 24
47	Montreal and Vermont Junction		103 52		394 61
48	Morrissey, Fernie and Michel				507 36
49	Moncton and Buctouche				498 33
50	Napierville Junction	39 62	0 60		135 73
51	Nelson and Fort Sheppard	79 16	231 79		881 81
52	New Brunswick Coal and Railway Co	32 63	561 93		459 61
53	New Brunswick and P. E. Island				95 33
54	New Brunswick Southern				1,041 89
55	New Westminster Southern	32 57	410 65		196 24

for the Year ending June 30, 1910—*Continued.*

AND STRUCTURES—*Continued.*

19	20	21	22	23	24	25	
Docks and Wharfs.	Roadway, tools and supplies.	Work equipment—repairs.	Work equipment—renewals.	Work equipment—depreciation.	Injuries to persons.	Stationery and printing.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	Transferred to maintenance of equipment.	Transferred to maintenance of equipment.	Transferred to maintenance of equipment.	....	121 50	1
1,361 85	1,449 78				....	444 94	2
....	451 31				....	....	3
....	28 67				....	1 94	4
34 73	113 06				....	....	5
....	72 28				9 73	48 07	6
....	....				....	....	7
....	308 04				26 72	144 14	8
195 21	876 15				1 92	12 09	9
....	....				....	....	10
2,861 69	25,355 61				543 76	2,052 31	11
30,455 53	19,940 33				398 91	3,773 66	12
2,410 09	1,557 42				....	263 25	13
14,970 99	....				3,193 28	2,181 67	14
120 24	1,356 80				5 00	192 79	15
....	2,699 11				1,953 47	256 05	16
110,148 79	150,918 27				37,847 99	28,179 82	17
....	3 97				....	....	18
....	225 00				....	90 00	19
133 00	45 00				....	....	20
....	442 48				....	11 47	21
....	1,014 55				134 13	160 16	22
....	....				....	....	23
118 73	2,500 37				....	8 95	24
....	10 41				....	....	25
....	45 66				....	1 42	26
1,016 81	22,290 20				13,317 97	5,227 26	27
609 27	5,955 50				428 50	431 27	28
29 14	988 01				....	62 13	29
....	423 47				25 45	7 27	30
....	182 75				25 00	92 42	31
....	44 36				....	5 45	32
157 31	438 33				....	....	33
....	....				....	....	34
....	242 11				....	....	35
15 84	629 74				....	25 62	36
20 70	81 58				....	17 55	37
....	....				....	....	38
32 68	60 33				....	....	39
1,453 48	87 28				8 80	20 90	40
....	237 02				....	77 60	41
....	....				....	....	42
....	496 81				....	37 98	43
....	447 87				33 96	178 54	44
....	1,994 91				715 90	435 14	45
....	209 31				1,201 01	9 53	46
....	63 80				....	26 37	47
....	....				....	....	48
....	87 66				....	....	49
....	52 73				....	13 68	50
....	833 69				46 35	112 11	51
....	560 14				....	....	52
144 70	143 65				....	30 00	53
169 44	2,777 04				....	44 21	54
....	189 03				46 05	48 07	55

TABLE 8.—Summary of Operating Expenses

	14	15	16	17	18
		MAINTENANCE OF WAY			
Number.	Name of Railway.	Signals and interlocking plants.	Telegraph and telephone lines.	Electric power transmission	Buildings, fixtures and grounds.
		$ cts.	$ cts.	$ cts.	$ cts.
56	North Shore Railway Co.				
57	Nova Scotia Steel and Coal Co.				
58	Orford Mountain.		35 26		251 34
59	Ottawa and New York	711 92	28 54		7,458 55
60	Père Marquette	705 25	133 30		7,631 06
61	Phillipsburg Railway and Quarry Co.				
62	Princeton Branch of Washington Co.				
63	Quebec Central.				8,466 03
64	Quebec and Lake St John	599 36	333 29		10,227 91
65	Quebec Railway Light and Power Co.	70 22	66 35		398 37
66	Quebec, Montreal and Southern	1,068 48	20 22		5,206 30
67	Red Mountain	18 21	120 25		542 27
68	Rutland and Noyan	4 86			
69	Salisbury and Albert				5 70
70	Schomberg and Aurora				7 93
71	Stanstead, Shefford and Chambly	23 52	67 62		1,745 39
72	St. Clair Tunnel				
73	St. Lawrence and Adirondack	192 38	0 69		4,854 90
74	St. Martins		52 15		
75	Sydney and Louisburg				2,270 41
76	Spokane and British Columbia		23 00		94 67
77	Temiscouata				3,220 50
78	Temiskaming and Northern Ontario	0 84	20,786 32	1,109 18	47,279 69
79	Thousand Islands				556 17
80	Toronto, Hamilton and Buffalo	3,091 77	5 30		9,059 45
81	Vancouver, Victoria and Eastern	4,357 54	1,042 96		5,741 25
82	Victoria Terminal Railway and Ferry Co.		0 14		8 53
83	Victoria and Sydney, B.C.		1 86		139 88
84	Wabash in Canada				277 32
85	Wellington Colliery Co.				
86	York and Carleton				
	Final total	155,668 13	438,160 47	116,325 48	2,461,761 72

for the Year ending June 30, 1910—*Continued.*

19	20	21	22	23	24	25	
AND STRUCTURES—*Continued.*							
Docks and wharfs.	Roadway, tools and supplies.	Work equipment—repairs.	Work equipment—renewals.	Work equipment—depreciation.	Injuries to persons.	Stationery and printing.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	Transferred to maintenance of equipment.	Transferred to maintenance of equipment.	Transferred to maintenance of equipment.	....	....	56
....	....				....	....	57
....	233 65				49 25	....	58
....	732 52				5 60	6 88	59
Cr. 472 50	552 22				4,289 73	221 73	60
....	....				....	....	61
....	....				....	1 10	62
587 11	2,152 02				....	216 54	63
19 38	2,537 12				4 00	123 03	64
....	82 95				....	17 12	65
....	852 73				....	185 42	66
....	161 79				5 63	26 92	67
....	36 64				....	3 38	68
....	494 11				....	....	69
....	....				....	....	70
....	182 78				34 37	10 54	71
....	....				....	....	72
....	288 63				132 02	7 68	73
....	....				....	....	74
....	....				....	....	75
....	50 80				....	....	76
....	347 86				....	10 31	77
....	5,498 11				376 40	798 30	78
10 05	90 38				....	....	79
....	1,014 94				230 40	127 88	80
549 60	3,091 27				1,139 85	382 24	81
25 70	5 75				....	....	82
340 05	83 05				....	....	83
....	21 15				2 66	31 52	84
....	....				....	....	85
....	20 00				....	....	86
167,519 61	267,462 06	....	....	....	66.233 81	47,017 92	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1910—*Continued.*

Number.	27	28	29	30	31	33	34	35	36	37
		MAINTENANCE OF WAY AND STRUCTURES—*Continued.*					MAINTENANCE OF EQUIPMENT.			
	Name of Railway.	Other Expenses.	Total of Foregoing Accounts.	Maintaining Joint Tracks, Yards and other Facilities. Dr.	Maintaining Joint Tracks, Yards and other Facilities. Cr.	Total—Maintenance of Way and Structures	Super-intendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.	Electric Locomotives—Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. & Irrigation Co.	932 94	74,352 55	604 64		74,957 19	1,011 06	10,202 03		
2	Algoma Central & Hudson Bay		77,420 98			77,420 98	3,404 84	14,907 62		
3	Atlantic & Lake Superior	811 99	27,922 46			27,922 46	730 70	6,048 18		
4	Atlantic, Quebec & Western	197 33	5,906 34			5,906 34		739 98		
5	Bay of Quinte	222 62	24,138 69			24,138 69		12,195 29		
6	Bedlington & Nelson	2 35	4,464 46			4,464 46	17 09	93 08		
7	Bessemer & Barry's Bay		2,092 88			2,092 88	432 07			
8	Brandon, Sask. & Hudson Bay	7 04	33,189 79			33,189 79	542 31	3,422 17		
9	British Yukon		40,543 40			40,543 40	1,659 11	4,973 02		
10	Brockville, Westport & Northwestern	75 00	10,533 55			10,533 55		1,216 12		
11	Canada Southern		1,069,216 04	66,769 25	90,334 53	1,045.650 76	31,940 72	429,325 77	33,000 00	
12	Canadian Govt. Rys.—Intercolonial	1,704 61	1,719,825 68	42,373 22	7,092 84	1,755,106 06	54,392 80	609,685 15	133,333 32	
13	" P. E. Island	8 00	121,811 38			121,811 38	6,910 46	27,457 22		
14	Canadian Northern	106 70	2,046,588 38	2,429 87	1,187 28	2,047,830 97	27,721 73	940,765 16		
15	Canadiad Northern Ontario		101,880 82			101.880 82	3,787 76	26,329 79		
16	Canadian Northern Quebec	84 37	234,138 07	125 32	855 11	233,408 28	3,742 72	51,686 77		
17	Canadian Pacific	1,522 50	13,570,921 67	139,132 51	56,116 14	13,653,938 04	265,371 10	4,768,504 49	361,328 31	
18	Cape Breton	27 90	5,522 02			5,522 02		418 98		
19	Caraquet	52 50	19,136 90			19,136 90	600 00	5,799 78		
20	Carillon & Grenville	250 00	1,857 00			1,857 00	480 00	100 00		
21	Central Ontario	18 25	54,469 68	420 00		54,889 68	1,050 00	7,004 24		
22	Crowsnest Southern	7 84	89,201 15	107 25		89,308 40	808 58	8,326 35		
23	Cumberland Ry. & Coal Co	153 91	12,793 74			12,793 74	1,200 00	243 22		
24	Dominion Atlantic	56 75	113,007 33			113,007 33	3,077 61	16,731 68	12,000 00	
25	Elgin & Havelock	7 89	5,765 87			5,765 87		256 92		
26	Eastern British Columbia		10,319 71			10,319 71	217 64	1,974 20		
27	Grand Trunk	29 00	4,543,571 75	53,007 55	303,894 19	4,292,685 11	72,107 58	2,979,058 93		
28	Grand Trunk (Canada Atlantic)	48 95	376,938 64	6,374 40	754 28	382,558 76	8,307 27	145,902 98		

29	Halifax & Southwestern	4 95	84,845 35	2,255 04		87,100 39	2,467 69	22,661 58		
30	Hereford		34,098 86	19 30	15 94	34,102 22	529 89	7,279 57	5 90	
31	Inverness Ry. & Coal Co.	833 73	30,278 80			30,278 80	1,702 11	10.536 14		
32	Irondale, Bancroft & Ottawa		12,269 42			12,269 42		2,379 17		
33	Kaslo & Slocan	5 00	16,248 39			16,248 39		2,960 76		
34	Kent Northern	25 00	3,625 00			3,625 00		250 00		
35	Kettle River Valley		2,499 22			2,499 22	45 50	596 57		
36	Kingston & Pembroke	413 14	54,450 69	634 20		55,084 89	69 50	12,801 11		
37	Klondike Mines	11 50	17,217 72			17,217 72		4,044 31		
38	Liverpool & Milton		1,360 60			1,360 60		438 00		
39	Lotbinière & Megantic	12 29	7,793 10			7,793 10		3,196 72	145 45	
40	London & Port Stanley	36 79	23,148 81	57 97	4,379 19	18,827 59	434 55	10,417 46	7 80	
41	Manitoulin & North Shore		11,214 08			11,214 08	1,406 98	1,628 68		
42	Maritime Coal, Ry. & Power Co.		7,930 38			7,830 38		5,721 51		
43	Massawippi Valley		31,170 05	700 00	360 00	31,510 05	585 47	6,549 96		
44	Midland Ry. Co. of Manitoba, now Manitoba Great Northern	8 62	37,094 77	121 29		37,216 06	276 03	3,388 82		
45	Montreal & Atlantic		261,375 59	77 53		261,453 12	3,318 93	48,227 88	31.000 00	
46	Montreal & Province Line		28,612 40			28,612 40	691 57	33 67		
47	Montreal & Vermont Junction		12,211 28			12,211 28	531 11			
48	Morrissey, Fernie & Michel		10,777 07	48 45		10,825 52		4,594 14		
49	Moncton & Buctouche	1,302 08	10,203 25			10,203 25		667 35		
50	Napierville Junction		5,340 24			5,340 24	369 90	1,773 75		
51	Nelson & Fort Sheppard	5 48	67,601 64	2,115 00		69,716 64	522 67	4,144 82		
52	New Brunswick Coal & Railway Co.		20,166 57			20,166 57		11,034 27		
53	New Brunswick & P. E. Island		9,548 80			9,548 80	100 00	1,820 82		
54	New Brunswick Southern	Cr. 723 97	32,953 74	1,022 15		33,975 89		1,630 09		
55	New Westminster Southern	2 35	11,404 67	1,034 25		12,438 92	88 38	2,364 14		
56	North Shore Railway Co.		949 65			949 65		90 57		
57	Nova Scotia Steel & Coal Co.		3,692 85			3,692 85		586 65		
58	Orford Mountain	700 30	13,415 66			13,415 66		919 46		
59	Ottawa & New York		44,998 35	919 63	50 00	45,867 98	2,295 89	8,777 54		
60	Père Maquette	40 29	115,760 60	158,207 04	377 96	273,589 68	4,604 26	109,094 02	81 71	
61	Phillipsburg Railway & Quarry Co.									
62	Princeton Branch of Washington Co		2,808 04			2,808 04	64 47	488 62		
63	Quebec Central	42 05	162,970 06			162,970 06	7,508 59	32,285 48	15,000 00	
64	Quebec & Lake St. John	2 30	118,835 18		419 14	118,416 04	3,027 93	62,095 67		
65	Quebec Railwey, Light & Power Co.	27 34	5,868 02	224 42		6,092 44	528 00	2,125 16		
66	Quebec, Montreal & Southern	48 40	72,116 76	295 00	7,193 81	65,217 95	4,840 55	15,478 24		
67	Red Mountain	0 91	16,612 15			16,612 15	176 68	1,292 58		
68	Rutland and Noyau		1,358 78			1,358 78	91 19	519 66	75 84	
69	Salisbury & Albert		13,510 21			13,510 21	338 75	1,747 91		
70	Schomberg & Aurora	5,409 68	8,377 27			8,377 27		245 48		
71	Stanstead. Shefford & Chambly		22,314 45	53 59		22,368 04	567 47	39 49		
72	St. Clair Tunnel		42,051 04			42,051 04				
73	St. Lawrence & Adirondack		45,333 60	23,182 88		68,516 48	7,731 84	11,000 02		
74	St. Martins	3,177 63	6,150 32			6,150 32		766 57		
75	Sydney & Louisburg	1,523 41	58,885 74			58,885 74	1,200 00	39,137 32		
76	Spokane & British Columbia		2,508 26			2,508 26	36 84	512 94		
77	Temiscouata		51,936 41			51,936 41	2,441 05	8,216 25		

TABLE 8.—SUMMARY of Operating Expenses for the year ending June 30, 1910—*Continued.*

	27	28	29	30	31	33	34	35	36	37
		MAINTENANCE OF WAY AND STRUCTURES.—*Continued.*					MAINTENANCE OF EQUIPMENT.			
Number.	Name of Railway.	Other Expenses.	Total of Foregoing Accounts.	Maintaining Joint Tracks, Yards and other Facilities. DR.	Maintaining Joint Tracks, Yards and other Facilities. CR.	Total Maintenance of Way and Structures.	Superintendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.	Electric Locomotives—Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
78	Temiskaming & Northern Ontario	134 77	337,001 74	....	....	337,001 74	16,608 04	59,749 11	....	....
79	Thousand Islands	50 00	5,270 91	....	....	5,270 91	14 45	2,261 11	....	....
80	Toronto, Hamilton & Buffalo	....	131,447 03	2,320 00	10,773 99	122,993 04	4,748 41	46,052 35	....	....
81	Vancouver, Victoria & Eastern	16 57	265,739 38	....	....	265,739 38	2,937 17	37,515 86	....	....
82	Victoria Terminal Rly. & Ferry Co.	....	539 53	....	....	539 53	12 85	89 48	....	....
83	Victoria & Sydney B. C.	....	7,236 59	....	....	7,236 59	170 60	1,220 92	....	....
84	Wabash in Canada	....	3,254 50	208,888 62	9,375 02	202,768 10	8,844 33	180,702 91	....	....
85	Wellington Collery Co.	....	9,893 01	....	....	9,893 01	....	8,263 34	....	....
86	York & Carleton	....	1,455 00	....	....	1,455 00	....	16 00	....	....
	Final total	19,439 05	26,815,261 91	713,520 37	493,179 42	27,035,603 46	565,442 79	10,876,301 12	585,978 33	....

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1910—*Continued.*

	41	42	43	45	46	48	49	51
		MAINTENANCE OF EQUIPMENT—*Continued.*						
No.	Name of Railway.	Passenger Train Cars—Repairs.	Passenger Train Cars—Renewals.	Freight Train Cars—Repairs.	Freight Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	5,829 79	....	3,301 25	....	150 23	....	....
2	Algoma Central and Hudson Bay	1,613 74	....	17,680 76	....	3,754 22	....	....
3	Atlantic and Lake Superior	4,133 86	....	328 07	....	....	....	....
4	Ottawa, Quebec and Western	1,558 91	....	....	....	332 95	....	....
5	Bay of Quinté	2,947 88	....	5,121 81	....	....	....	....
6	Bedlington and Nelson	....	....	....	....	203 20	2 20	....
7	Bessemer and Barry's Bay	....	....	....	....	....	....	....
8	Brandon, Saskatchewan and Hudson Bay	1,770 07	....	1,917 63	....	528 94	....	....
9	British Yukon	2,562 05	....	2,016 40	....	1,948 03	....	....
10	Brockville, Westport and Northwestern	961 46	....	672 49	....	....	....	....
11	Canada Southern	75,184 71	....	376,622 19	18,795 69	8,043 73	1,176 00	12,380 12
12	Canadian Government Railways (Intercolonial)	266,105 36	66,666 60	496,127 91	100,000 08	25,929 66	20,155 00	11,172 97
13	Canadian Government Railways (P. E. Island)	13,147 36	5,423 21	10,013 61	3,737 26	666 00	954 43	....
14	Canadian Northern	214,236 65	100 80	471,729 94	....	22.809 48	....	....
15	Canadian Northern, Ontario	18,320 15	....	15,767 01	....	3,139 27	....	....
16	Canadian Northern, Quebec	23,401 41	....	26,872 18	....	1,350 51	....	....
17	Canadian Pacific	1,905,714 67	138,633 63	3,174,744 90	848,140 43	541,791 33	116,717 28	7,011 64
18	Cape Breton	634 00	....	11 27	....	....	....	....
19	Caraquet	225 00	....	500 00	....	....	....	....
20	Carillon and Grenville	150 00	....	....	....	....	....	....
21	Central Ontario	1,916 06	....	6,546 06	....	....	....	....
22	Crowsnest Southern	1,136 14	....	11,659 44	....	646 83	....	....
23	Cumberland Railway and Coal Co.	....	....	1,922 08	....	....	....	....
24	Dominion Atlantic	13,238 77	....	14,847 11	....	67 74	....	....
25	Elgin and Havelock	63 34	....	48 08	....	....	....	....
26	Eastern British Columbia	40 73	....	1,605 64	....	1,559 59	....	....
27	Grand Trunk	740,263 12	....	1,919,633 04	....	55.798 04	....	101,234 93
28	Grand Trunk (Canada Atlantic)	16,438 03	....	65,586 60	....	5,947 92	....	....

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1910—*Continued.*

	41	42	43	45	46	47	48	49
		MAINTENANCE OF EQUIPMENT—*Continued.*						
Number.	Name of Railway.	Passenger Train Cars—Repairs.	Passenger Train Cars—Renewals.	Freight Train Cars—Repairs.	Freight Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
29	Halifax and Southwestern	12,811 51	...	8,255 51	...	276 37	...	...
30	Hereford	2,058 69	...	5,596 87	35 64	126 32	0 60	...
31	Inverness Railway and Coal Company	936 09	...	7,735 84	...	...	...	...
32	Irondale, Bancroft and Ottawa	223 06	...	518 85	...	115 80	...	...
33	Kaslo and Slocan	168 35	...	1,155 92	...	546 96	...	...
34	Kent Northern	...	...	...	...	...	...	...
35	Kettle River Valley	33 97	...	223 52	...	...	...	...
36	Kingston and Pembroke	3,378 98	...	2,751 05	...	2 41	...	...
37	Klondike Mines	62 90	...	425 84	...	...	...	...
38	Liverpool and Milton	137 75	...	300 00	...	...	...	...
39	Lotbinière and Megantic	256 92	...	683 71	...	...	...	...
40	London and Port Stanley	2,485 40	15 23	3,125 39	88 36	35 81	3 81	...
41	Manitoulin and North Shore	88 66	...	5,281 16	...	47 84	...	...
42	Maritime Coal, Railway and Power Co	237 68	...	...	...	164 52	...	...
43	Massawippi Valley	4,350 50	...	8,789 45	...	179 53	...	...
44	Midland Railway Co. of Manitoba (now Manitoba Great Northern)	1,124 04	...	2,364 30	...	656 63	...	...
45	Montreal and Atlantic	1,019 89	9,613 89	9,387 25	23,901 34	22 34	2,441 67	...
46	Montreal and Province Line	48 05	...	152 46	...	...	...	...
47	Montreal and Vermont Junction	101 58	...	174 09	...	...	...	...
48	Morrissey, Fernie and Michel	...	...	9,787 84	...	...	...	...
49	Moncton and Buctouche	275 10	...	871 07	...	...	...	...
50	Napierville Junction	614 82	...	3,900 54	...	33 60	...	...
51	Nelson and Fort Sheppard	1,182 32	...	1,099 22	...	403 17	...	...
52	New Brunswick Coal and Railway Co	1,153 67	...	2,161 81	...	...	...	...
53	New Brunswick and Prince Edward Island	364 60	...	1,147 73	...	...	...	...
54	New-Brunswick Southern	1,851 85	...	475 83	...	143 26	...	...
55	New Westminster Southern	226 35	...	0 92	...	153 85	...	...

56	North Shore Railway Co.			30 03				
57	Nova Scotia Steel and Coal Co.	120 90		330 31				
58	Orford Mountain.	1,730 17		106 72				
59	Ottawa and New York	2,469 20		2,423 74	311 94			
60	Père Marquette	10,419 06	63 85	184,063 27	5,335 38	Cr. 52 53 687 63	73 26	2,403 31
61	Phillipsburg Railway and Quarry Co.							
62	Princeton Branch of Washington Co.	270 54		687 08	5 10	123 60		
63	Quebec Central.	9,442 76	9,000 00	35,148 79				
64	Quebec and Lake St. John	21,662 61		24,304 98		859 39		
65	Quebec Railway, Light and Power Co.	364 05		1,400 00		46 72	6 54	
66	Quebec, Montreal and Southern	9,395 61		17,783 36	1,086 39	1,918 40		
67	Red Mountain	39 70				102 35		
68	Rutland and Noyan	340 20		366 93	122 31			
69	Salisbury and Albert	514 59		1,298 27				
70	Schomberg and Aurora			504 86				
71	Stanstead, Shefford and Chambly	379 56		1,154 53		90 78		
72	St. Clair Tunnel							
73	St. Lawrence and Adirondack	794 20		13,224 20		27 52		
74	St. Martins			258 50				
75	Sydney and Louisburg	2,558 20		37,395 63				2,875 84
76	Spokane and British Columbia	41 61		184 70				
77	Temiscouata	2,947 48		6,453 75		120 99		
78	Temiskaming and Northern Ontario	26,537 77		22,818 21		11,570 21		
79	Thousand Islands	598 98		4 50				
80	Toronto, Hamilton and Buffalo	10,627 78		15,696 64		929 99		
81	Vancouver, Victoria and Eastern	7,624 20		10,963 31		4,591 45		615 34
82	Victoria Terminal Railway and Ferry Co.	33 12						
83	Victoria and Sidney, B.C.			449 16				
84	Wabash in Canada	30,849 20		136,913 30				
85	Wellington Colliery Co.			27,994 20				
86	York and Carleton							
	Total	3,486,546 88	229,517 21	7,243,600 61	1,001,559 92	698,592 58	141,530 79	137,694 15

TABLE 8.—SUMMARY of Operating Expenses

	54	55	56	57	58
		MAINTENANCE OF			
Number.	Name of Railway.	Shop Machinery and Tools.	Power Plant Equipment.	Injuries to Persons.	Stationery and Printing.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	718 69			35 08
2	Algoma Central and Hudson Bay	225 02			98 31
3	Atlantic and Lake Superior	598 40			
4	Atlantic, Quebec and Western				
5	Bay of Quinté				
6	Bedlington and Nelson			0 83	
7	Bessemer and Barry's Bay				
8	Brandon, Saskatchewan and Hudson Bay	309 31		77 95	29 49
9	British Yukon	838 45		1 28	50 46
10	Brockville, Westport and Northwestern	5 40			
11	Canada Southern	12,620 31		944 88	2,224 29
12	Canadian Government Railway (Intercolonial)	38,697 10		452 56	11,162 80
13	" " " (P. E. Island)	3,382 78			294 14
14	Canadian Northern	75,598 79		5,401 81	3,285 77
15	Canadian Northeen, Ontario	2,467 45		35 00	151 79
16	Canadian Northern, Quebec	1,960 33		0 90	241 68
17	Canadian Pacific	379,395 33		19,977 91	35,742 64
18	Cape Breton				
19	Caraquet	250 50			47 50
20	Carillon and Grenville	50 00			
21	Central Ontario	40 14			23 77
22	Crowsnest Southern	475 08		151 93	46 81
23	Cumberland Railway and Coal Co.				
24	Dominion Atlantic	880 26			23 32
25	Elgin and Havelock				
26	Eastern British Columbia				9 20
27	Grand Trunk	206,132 49		10,427 27	11,328 81
28	Grand Trunk (Canada Atlantic)	10,026 26		412 61	821 95
29	Halifax and Southwestern	1,042 83		22 34	58 51
30	Hereford	444 00			66 88
31	Inverness Railway and Coal Co	605 37			72 29
32	Iroudale, Bancroft and Ottawa	18 23			
33	Kaslo and Slocan	227 44			
34	Kent Northern				
35	Kettle River Valley				
36	Kingston and Pembroke	373 18			12 90
37	Klondike Mines	1 50			
38	Liverpool and Milton				
39	Lotbinière and Megantic	137 68			
40	London and Port Stanley	419 58		62 20	35 61
41	Manitoulin and North Shore	27 95			81 51
42	Maritime Coal Railway and Power Co.				
43	Massawippi Valley	1 29		12 00	
44	Midland Railway Co. of Manitoba (now Manitoba Great Northern)	190 92		54 28	18 36
45	Montreal & Atlantic	3,666 75			354 96
46	Montreal & Province Line	43 52		3 00	30 14
47	Montreal & Vermont Junction			7 44	75 32
48	Morrissey, Fernie & Michel				
49	Moncton & Bnctouche				
50	Napierville Junction	5 00			0 30
51	Nelson & Fort Sheppard	249 50		59 79	23 43
52	New Brunswick Coal & Railway Co	1,570 00			
53	New Brunswick & P. E. Island				15 00

for the Year ending June 30, 1910—*Continued.*

60	61	62	63	64	65	67	
EQUIPMENT—*Continued.*							
Other Expenses.	Total of Foregoing Accounts.	Maintaining Joint Equipment at Terminals—Dr.	Equipment Borrowed—Dr.	Maintaining Joint Equipment at Terminals—Cr.	Equipment Loaned Cr.	Total Maintenance of Equipment.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
2,417 44	23,665 57	1,893 07	11,950 01	......	......	37,508 65	1
27 67	41,712 18	......	......	......	......	41,712 18	2
640 14	12,479 35	......	4,173 75	......	......	16,653 10	3
3 00	2,634 84	......	......	......	......	2,634 84	4
28 19	20,293 17	......	......	......	......	20,293 17	5
......	316 40	......	......	......	......	316 40	6
......	432 07	......	......	......	......	432 07	7
16 73	8,614 60	......	......	......	......	8,614 60	8
......	14,048 80	......	......	......	......	14,048 80	9
......	2,855 47	......	......	......	......	2,855 47	10
3 00	1,002,261 41	5,031 21	......	......	......	1,007,292 62	11
30,185 35	1,864,066 66	3,645 24	......	......	......	1,867,711 90	12
7,133 56	79,120 03	......	......	......	......	79,120 03	13
Cr. 30 70	1,761,619 43	1,778 65	......	1,756 39	......	1,761,641 69	14
3,569 98	73,568 20	......	......	......	......	73,568 20	15
1,440 61	110,697 11	......	......	......	......	110,697 11	16
81 69	12,563,155 35	4,832 79	......	494 28	......	12,567,493 86	17
3 84	1,068 09	......	28 45	......	......	1,096 54	18
......	7,422 78	......	......	......	......	7,422 78	19
253 00	1,033 00	......	......	......	......	1,033 00	20
30 00	16,610 27	......	244 30	......	......	16,854 57	21
25 79	23,276 95	......	......	......	......	23,276 95	22
......	3,365 30	......	......	......	......	3,365 30	23
662 63	61,529 12	......	......	......	......	61,529 12	24
3 62	371 96	......	......	......	......	371 96	25
......	5,407 00	......	......	......	......	5,407 00	26
Cr. 394 38	6,095,589 83	949 15	......	111,141 85	......	5,985,397 13	27
Cr. 6 43	253,437 19	......	......	147 39	......	253,289 80	28
39 66	47,613 66	300 00	......	......	......	47,913 66	29
......	16,166 70	......	......	39 43	......	16,127 27	30
......	21,587 84	......	1,685 24	......	428 04	22,845 04	31
......	3,255 11	......	......	......	......	3,255 11	32
12 90	5,072 33	......	......	......	......	5,072 33	33
......	250 00	......	......	......	......	250 00	34
2 00	901 56	......	......	......	......	901 56	35
4,695 42	24,084 55	......	......	......	......	24,084 55	36
30 19	4,564 74	......	......	......	......	4,564 74	37
......	875 75	......	......	......	......	875 75	38
120 16	4,540 64	......	......	......	......	4,540 64	39
8 12	17,139 32	......	......	......	......	17,139 32	40
1 81	8,564 59	......	......	......	......	8,564 59	41
7 75	6,131 46	......	......	......	......	6,131 46	42
......	20,468 20	......	......	......	......	20,468 20	43
38 98	8,612 36	......	......	......	......	8,612 36	44
......	132,954 90	......	......	......	......	132,954 90	45
......	1,002 41	......	......	......	......	1,002 41	46
......	889 54	......	......	......	......	889 54	47
......	14,381 98	......	......	......	......	14,381 98	48
......	1,813 52	......	......	......	......	1,813 52	49
......	6,697 91	......	......	......	......	6,697 91	50
13 11	7,698 03	......	......	......	......	7,698 03	51
......	15,919 75	......	......	......	......	15,919 75	52
......	3,447 55	......	1,442 78	......	......	4,890 33	53

TABLE No. 8.—SUMMARY of Operating Expenses

	54	55	56	57	58
No.	Name of Railway.	MAINTENANCE OF			
		Shop machinery and tools.	Power plant equipment.	Injuries to persons.	Stationery and printing.
		$ cts.	$ cts.	$ cts.	$ cts.
54	New Brunswick Southern	11 02			
55	New Westminster Southern	63 89		19 23	5 37
56	North Shore Railway Co				
57	Nova Scotia Steel & Coal Co				
58	Orford Mountain				
59	Ottawa & New York	1,052 38		38 15	35 17
60	Père Marquette	4,443 26		652 08	378 97
61	Phillipsburg Ry. and Quarry Co				
62	Princeton Branch of Washington Co	18 47			1 99
63	Quebec Central	4,383 17	1,133 18	1,155 00	162 33
64	Quebec & Lake St. John	3,449 31		88 05	111 44
65	Quebec Railway, Light & Power Co	138 47			18 86
66	Quebec, Montreal & Southern	1,230 49			369 28
67	Red Mountain	94 65		27 73	9 11
68	Rutland & Noyan	70 67			
69	Salisbury & Albert	233 94			
70	Schomberg & Aurora	3 61			
71	Stanstead, Shefford & Chambly	310 21		3 00	30 14
72	St. Clair Tunnel				
73	St. Lawrence & Adirondack			0 76	1,273 40
74	St. Martins				
75	Sydney & Louisburg				
76	Spokane & British Columbia				
77	Temiscouata				48 37
78	Temiskaming & Northern Ontario	4,655 12	1,064 64	87 50	875 07
79	Thousand Islands				
80	Toronto, Hamilton & Buffalo	4,057 02	20 70	384 60	418 68
81	Vancouver, Victoria & Eastern	1,278 78		558 73	123 21
82	Victoria Terminal Railway & Ferry Co				
83	Victoria & Sidney, B.C				
84	Wabash in Canada	8,474 99		1 77	872 36
85	Wellington Colliery Co				
86	York & Carleton				
	Final total	777,666 28	2,218 52	41,122 58	71,196 77

for the Year ending June 30, 1909—*Continued.*

EQUIPMENT—*Continued.*

60	61	62	63	64	65	67	
Other Expenses.	Total of Foregoing Accounts.	Maintaining Joint Equipment at Terminals—Dr.	Equipment Borrowed—Dr.	Maintaining Joint Equipment at Terminals—Cr.	Equipment Loaned—Cr.	Total Maintenance of Equipment.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
101 41	4,213 46	....	6,064 95	....	....	10,278 41	54
3 33	2,925 46	....	....	....	....	2,925 46	55
....	120 60	....	....	....	....	120 60	56
....	1,037 86	....	....	....	....	1,037 86	57
....	3,068 29	....	....	....	....	3,068 29	58
12 19	17,051 73	99 72	....	....	....	17,151 45	59
85 83	322,385 89	456 74	....	....	....	322,842 63	60
....	....	....	....	....	....	....	61
....	1,659 87	....	....	....	....	1,659 87	62
7,230 83	122,450 13	....	38,266 78	....	27,192 29	133,524 62	63
2,936 97	118,536 35	....	....	....	....	118,536 35	64
91 04	4,718 84	....	612 47	....	183 70	5,147 61	65
35 80	52,138 12	....	....	....	....	52,138 12	66
5 15	1,747 95	....	....	....	....	1,747 95	67
65 96	1,652 76	....	....	....	....	1,652 76	68
....	4,133 46	....	1,039 54	....	....	5,173 00	69
....	753 95	....	....	....	....	753 95	70
....	2,575 18	....	....	....	....	2,575 18	71
....	13,386 34	....	....	....	....	13,386 34	72
....	34,051 94	....	....	....	....	34,051 94	73
....	1,025 07	....	....	....	....	1,025 07	74
1,006 60	84,173 59	....	3,264 25	....	....	87,437 84	75
....	776 09	....	....	....	....	776 09	76
6,766 87	26,994 76	....	....	....	....	26,994 76	77
2,780 56	140,746 23	....	....	....	....	140,746 23	78
25 05	2,904 09	....	....	....	....	2,904 09	79
9,617 36	92,553 53	....	....	6,068 06	....	86,485 47	80
68 88	66,276 93	....	....	....	....	66,276 93	81
....	135 45	....	....	....	....	135 45	82
....	1,840 68	....	....	....	....	1,840 68	83
11,355 63	378,014 49	96,274 72	....	39 24	....	474,249 97	84
....	36,257 54	....	....	....	....	36,257 54	85
....	16 00	....	149 00	....	....	165 00	86
93,254 29	25,965,609 16	115,261 29	68,921 52	119,686 64	27,804 03	26,002,301 30	

TABLE 8.—SUMMARY of Operating Expenses

Number.	68	69	70	71
	Name of Railway.			TRAFFIC
		Superintendence.	Outside Agencies.	Advertising.
		$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	....	....	....
2	Algoma Central and Hudson Bay	1,625 58	....	86 20
3	Atlantic and Lake Superior	....	....	....
4	Atlantic, Quebec and Western	....	....	....
5	Bay of Quinté	2,671 24	....	274 34
6	Bedlington and Nelson	....	....	....
7	Bessemer and Barry's Bay	....	....	....
8	Brandon, Saskatchewan and Hudson Bay	485 07	1,226 58	686 88
9	British Yukon	2,028 05	2,814 48	1,542 84
10	Brockville, Westport and Northwestern	....	....	92 01
11	Canada Southern	50,781 49	43,366 90	22,107 59
12	Canadian Government Railways—Intercolonial	55,381 49	63,635 04	34,358 67
13	" " P.E. Island	32 50	75 00	1,028 55
14	Canadian Northern	49,223 89	57,158 77	30,265 35
15	Canadian Northern, Ontario	6,414 87	836 03	4,213 69
16	Canadian Northern, Quebec	6,091 14	2,328 86	4,220 95
17	Canadian Pacific	407,841 51	1,230,377 73	500,683 54
18	Cape Breton	370 00	....	55 00
19	Caraquet	720 00	....	....
20	Carillon and Grenville	....	....	....
21	Central Ontario	1,500 00	186 30	153 69
22	Crowsnest Southern	874 33	2,254 02	724 61
23	Cumberland Railway and Coal Co	....	....	....
24	Dominion Atlantic	6,760 76	9,224 12	14,300 00
25	Elgin and Havelock	....	....	....
26	Eastern British Columbia	....	....	....
27	Grand Trunk	170,566 40	447,853 08	138,924 19
28	Grand Trunk (Canada Atlantic)	15,036 01	29,388 29	11,355 24
29	Halifax and Southwestern	3,803 63	1,319 44	3,909 59
30	Hereford	583 83	193 82	259 38
31	Inverness Railway and Coal Co	45 00	....	186 92
32	Irondale, Bancroft and Ottawa	3 18	....	....
33	Kaslo and Slocan	....	....	....
34	Kent Northern	....	....	50 00
35	Kettle River Valley	53 51	....	....
36	Kingston and Pembroke	1,110 65	....	222 59
37	Klondike Mines	....	....	415 00
38	Liverpool and Milton	....	....	....
39	Lotbinière and Megantic	....	....	....
40	London and Port Stanley	1,731 10	1,750 06	849 28
41	Manitoulin and North Shore	239 28	....	....
42	Maritime Coal, Railway and Power Co	....	....	....
43	Massawippi Valley	862 17	284 90	....
44	Midland Railway Co. of Manitoba (now Manitoba and Great Northern)	376 67	980 11	251 83
45	Montreal & Atlantic	4 55	....	....
46	Montreal & Province Line	406 18	616 59	218 98
47	Montreal & Vermont Junction	986 24	2,375 62	384 76
48	Morrissey, Fernie & Michel	....	....	....
49	Moncton & Buctouche	....	....	....
50	Napierville Junction	310 68	25 16	11 30
51	Nelson & Fort Sheppard	387 29	985 16	575 33
52	New Brunswick Coal & Railway Co	....	....	....
53	New Brunswick & Prince Edward Island	....	....	....

for the Year ending June 30, 1910—*Continued.*

72	73	74	75	77	79	
EXPENSES.						
Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
						1
70 05			361 62		2,143 45	2
						3
						4
			296 67	137 67	3,379 92	5
						6
						7
21 70		214 21	245 70	5 64	2,885 78	8
			106 49		6,491 86	9
			189 91	10 00	291 92	10
2,791 12	92,289 27	1,626 96	25,691 41	0 71	238,655 45	11
2,331 33			27,085 96	15 37	182,807 86	12
			32 00		1,168 05	13
1,122 13		1,564 03	14,058 13	119 72	153,512 02	14
261 66			829 65		12,555 90	15
174 01			2,434 49	3 83	15,253 28	16
35,293 83	48,919 76	31,798 03	176,879 34	4,857 52	2,436,651 26	17
					425 00	18
				119 36	839 36	19
						20
84 05			161 44		2,085 48	21
57 35		312 07	490 39	9 53	4,722 30	22
						23
			2,271 23	72 97	32,629 08	24
						25
						26
32,016 62	49,926 70		69,282 05	148 22	908,717 26	27
2,570 78	1,858 58		5,878 64	10 54	66,098 08	28
198 65			597 55		9,828 86	29
24 99	32 30	18 25	182 15	0 28	1,295 00	30
			36 14		268 06	31
70 49			28 00		101 67	32
						33
				50 00	100 00	34
			57 35		110 86	35
73 80			148 42		1,555 46	36
			55 00		470 00	37
						38
						39
145 56	392 44		664 26	0 99	5,533 69	40
			26 38	2 50	268 16	41
						42
			306 22		1,453 29	43
24 00		124 11	208 50	3 93	1,969 15	44
12 36	9,304 63				9,321 54	45
16 00			234 34		1,492 09	46
42 29	1,740 15		586 35		6,115 41	47
						48
						49
7 87			63 68		418 69	50
16 84		171 44	200 65	5 41	2,342 12	51
						52
						53

TABLE 8.—SUMMARY of Operating Expenses

No.	68	69	70	71
		TRAFFIC		
	Name of Railway.	Superintendence.	Outside Agencies.	Advertising.
		$ cts.	$ cts.	$ cts.
54	New Brunswick Southern	....	....	212 96
55	New Westminster Southern	109 95	280 02	7 93
56	North Shore Railway Co.	....	....	....
57	Nova Scotia Steel & Coal Co.	....	....	....
58	Orford Mountain	....	....	....
59	Ottawa & New York	3,981 20	395 42	449 13
60	Père Marquette	19,987 43	19,416 13	3,488 21
61	Phillipsburg Railway & Quarry Co.	....	....	....
62	Princeton Branch of Washington Co.	93 20	43	47 36
63	Quebec Central	7,353 10	9,066 70	4,479 43
64	Quebec & Lake St. John	5,393 41	1,334 64	4,455 71
65	Quebec Railway, Light & Power Co.	317 15	196 28	531 99
66	Quebec, Montreal & Southern	2,855 61	434 05	116 55
67	Red Mountain	113 42	266 99	17
68	Rutland & Noyan	127 78	94 45	43 71
69	Salisbury & Albert	....	....	55 99
70	Schomberg & Aurora	....	....	....
71	Stanstead, Shefford & Chambly	394 61	692 84	225 42
72	St. Clair Tunnel	....	....	....
73	St. Lawrence & Adirondack	1,177 84	2,563 85	838 33
74	St. Martins	....	....	213 30
75	Sydney & Louisburg	....	....	181 90
76	Spokane & British Columbia	25 19	....	....
77	Temiscouata	1,989 71	....	903 58
78	Temiskaming & Northern Ontario	9,246 63	54 56	3,765 59
79	Thousand Islands	249 26	....	69 35
80	Toronto, Hamilton & Buffalo	9,000 73	1,363 43	1,586 22
81	Vancouver, Victoria & Eastern	2,237 34	5,762 18	2,508 56
82	Victoria Terminal Railway & Ferry Co.	65 76	....	3 86
83	Victoria & Sidney, B. C.	875 99	....	54 39
84	Wabash in Canada	18,231 06	39,522 20	7,744 87
85	Wellington Colliery Co.	....	....	....
86	York & Carleton	....	....	....
	Final totals	873,134 66	1,980,700 23	804,392 81

for the Year ending June 30, 1910—*Continued.*

72	73	74	75	77	79	
EXPENSES.						
Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	212 96	54
8 88	....	31 66	63 63	1 76	503 83	55
....	....	....	....	....	....	56
....	....	....	....	....	....	57
70 51	....	....	157 95	....	228 46	58
71 69	23 63	1 36	1,534 11	....	6,456 54	59
1,696 18	7,527 88	....	7,093 79	10 21	59,219 83	60
....	....	....	....	....	....	61
....	....	3 34	28 51	....	172 84	62
1,525 04	....	....	1,623 91	106 44	24,154 62	63
102 20	....	24 00	1,202 57	....	12,512 53	64
24 99	....	....	23 11	307 86	1,401 38	65
70 92	....	20 00	986 41	6 43	4,489 97	66
8 91	....	44 56	62 36	1 87	498 28	67
5 47	68 75	67	36 85	3 44	381 12	68
....	....	....	....	....	55 99	69
....	....	....	....	....	....	70
16 82	536 92	....	235 34	....	2,101 95	71
....	....	....	....	....	....	72
....	51 51	123 73	148 94	45 77	4,949 97	73
....	....	....	....	181 76	395 06	74
....	....	....	....	....	181 90	75
....	....	....	41 48	....	66 67	76
105 34	....	....	360 10	....	3,358 73	77
41 00	....	....	1,098 95	24 72	14,231 45	78
....	....	....	33 83	2 00	354 44	79
444 22	965 80	....	1,130 04	....	14,490 44	80
125 72	....	876 54	1,209 68	24 52	12,744 54	81
....	....	....	....	....	69 62	82
....	....	....	....	....	930 38	83
1,928 62	11,017 37	....	9,611 94	....	88,056 06	84
....	....	....	....	....	....	85
....	....	....	....	....	....	86
83,673 99	224,655 69	36,954 96	356,373 61	6,290 97	4,366,176 92	

TABLE 8.—SUMMARY of Operating Expenses for the

	81	82	83	84	85
		TRANSPORTATION			
No.	Name of Railway.	Superintendence.	Despatching Trains.	Station Employees.	Weighing and Car-Service Associations.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	2,105 66	1,383 00	13,503 80	....
2	Algoma Central and Hudson Bay	5,827 56	697 50	5,210 78	253 71
3	Atlantic and Lake Superior	477 35	....	5,197 00	....
4	Atlantic, Quebec and Western	....	....	2,084 26	....
5	Bay of Quinté	1,731 74	649 05	8,898 92	....
6	Bedlington and Nelson	22 17	17 79	....	....
7	Bessemer and Barry's Bay	....	....	....	570 63
8	Brandon, Saskatchewan and Hudson Bay	1,272 78	559 20	7,727 13	45 06
9	British Yukon	2,324 77	1,807 19	13,688 15	....
10	Brockville, Westport and Northwestern	....	....	2,587 79	....
11	Canadian Southern	53,718 17	14,165 61	191,079 93	666 50
12	Canadian Government Railways (Intercolonial)	80,813 08	139,077 76	623,923 64	1,601 92
13	Canadian Government Railways (P.E. Island)	6,351 32	2,575 87	45,165 18	....
14	Canadian Northern	114,029 51	50,870 47	648,963 87	5,888 13
15	Canadian Northern, Ontario	9,524 34	2,417 49	22,420 98	135 77
16	Canadian Northern, Quebec	11,148 01	3,718 29	61,042 78	234 95
17	Canadian Pacific	702,420 22	423,245 89	3,933,486 03	12,918 74
18	Cape Breton	390 00	....	930 00	....
19	Caraquet	....	....	2.618 00	2,042 35
20	Carillon and Grenville	560 00	....	200 00	....
21	Central Ontario	1,200 00	870 95	11,532 76	114 04
22	Crowsnest Southern	2,335 84	868 33	5,818 38	499 18
23	Cumberland Railway and Coal Co.	1,200 00	1,024 60	3,809 17	....
24	Dominion Atlantic	4,073 03	2,101 84	43,443 41	....
25	Elgin and Havelock	....	....	408 00	....
26	Eastern British Columbia	3,318 56	....	1,303 26	54 79
27	Grand Trunk	178,603 55	82,640 64	1,897,338 59	8,823 65
28	Grand Trunk (Canada Atlantic)	24,834 40	9,965 86	165,497 29	747 48
29	Halifax and Southwestern	7,589 97	1,315 56	14,484 81	....
30	Hereford	724 04	325 32	5,402 78	....
31	Inverness Railway and Coal Co	180 00	420 00	5,128 05	....
32	Irondale, Bancroft and Ottawa	1,380 34	....	1,601 10	....
33	Kalso and Slocan	1,720 64	....	3,468 03	....
34	Kent Northern	....	....	1,020 00	....
35	Kettle River Valley	70 50	....	92 37	....
36	Kingston and Pembroke	1,455 67	1,152 89	12,387 61	76 75
37	Klondike Mines	....	....	2,824 60	....
38	Liverpool and Milton	....	....	....	....
39	Lotbinière and Megantic	....	....	1,070 31	....
40	London and Port Stanley	1,061 39	851 09	11,970 58	111 56
41	Manitoulin and North Shore	2,228 79	....	55	....
42	Maritime Coal, Railway and Power Co	....	....	1,320 00	....
43	Massawippi Valley	225 00	....	18,272 62	....
44	Midland Railway Co. of Manitoba (now Manitoba Great Northern)	781 30	245 51	5,250 42	54 49
45	Montreal and Atlantic	6,926 73	5,686 45	43,838 53	....
46	Montreal and Province Line	561 08	244 61	4,803 64	0 10
47	Montreal and Vermont Junction	1,087 12	733 97	3,289 00	0 25
48	Morrissey, Fernie and Michel	1,920 00	....	2,087 70	....
49	Moncton and Buctouche	....	....	1,203 51	....
50	Napierville Junction	28 49	198 40	2,326 25	....
51	Nelson and Fort Sheppard	1,458 39	660 06	4,875 66	51 11
52	New Brunswick Coal and Railway Co	....	....	2,454 49	6,141 00
53	New Brunswick and Prince Edward Island	100 00	....	1,083 00	....
54	New Brunswick Southern	33 68	17 20	1,252 70	....
55	New Westminster Southern	250 28	118 05	4 60	17 69

Year ending June 30, 1910—*Continued.*

EXPENSES—*Continued.*

87	88	89	90	91	92	93	
Coal and Ore Docks.	Station Supplies and Expenses.	Yardmasters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.	Yard Enginemen.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	871 78		4,215 30			3,826 19	1
44,934 55	252 91	443 11	21,608 26	322 29	77 48		2
	450 93						3
	543 99						4
	1,864 88	164 50		151 15	15 57		5
	13 33						6
							7
	1,594 43						8
	963 82		596 27			523 31	9
	294 50						10
	15,919 22	50,104 80	121,311 92	14,774 45	2,440 04	73,662 27	11
	85,444 89	33,123 08	121,697 51	13,480 13	19,935 32	115,591 23	12
	5,592 47	1,968 02	1,935 91		27 39	4,348 12	13
	46,998 74	34,216 26	135,636 30	2,545 44	1,586 86	90,729 80	14
4,006 61	2,866 27		5,869 49	20 00	22 10	4,489 65	15
2,003 26	8,121 30	450 00	11,377 07	1,082 45	509 35	10,374 85	16
	348,611 00	157,839 65	866,655 02	66,946 42	19,008 30	620,301 88	17
			1,457 45				18
	645 45						19
							20
	1,197 79		1,767 19			782 15	21
	473 19						22
							23
	5,183 80	1,827 97			2 20	6,696 01	24
							25
	59 99						26
Cr. 767 34	227,399 82	93,908 00	437,715 94	73,862 89	7,525 04	276,681 73	27
	16,091 43	8,505 57	25,426 04	5,965 35	597 61	21,707 57	28
	2,758 05		1,334 45		36 11	1,117 12	29
	534 20		327 79	5 44	2 00	1,423 76	30
	513 78		1,749 37			1,491 69	31
	50 31						32
	387 51						33
	25 00						34
	30 30						35
	1,100 98		1,263 26			1,316 96	36
	341 06						37
					391 50		38
	74 20						39
	794 94	1,925 63	7,421 19	204 16	109 81	4,558 62	40
	68						41
	18 25						42
	1,098 68		1,804 57			1,801 62	43
	919 77						44
	6,587 52	1,536 15	5,982 42	236 47	66 80	4,005 63	45
	930 05						46
	833 50	29 21	85 55				47
	153 22		9,584 54	1,275 50		7,145 50	48
							49
	283 71						50
	436 71						51
							52
							53
	435 32						54
	21 37						55

TABLE 8.—SUMMARY of Operating Expenses for the

No.	81	82	83	84	85
	Name of Railway.	TRANSPORTATION			
		Superintendence.	Despatching Trains.	Station Employees.	Weighing and Car Service Associations
		$ cts.	$ cts.	$ cts.	$ cts.
56	North Shore Railway Co	300 00	....	....	....
57	Nova Scotia Steel and Coal Co.	....	....	900 00	....
58	Orford Mountain	....	....	3,754 29	....
59	Ottawa and New York	2,094 03	873 28	11,004 77	60 00
60	Père Marquette	14,900 02	6,176 92	76,851 35	1,365 02
61	Phillipsburg Railway and Quarry Co	....	....	....	....
62	Princeton Branch of Washington Co.	173 62	83 77	....	....
63	Quebec Central	6,113 05	4,844 66	59,141 04	508 61
64	Quebec and Lake St. John	9,401 87	3,622 68	26,380 99	158 03
65	Quebec Railway, Light and Power Co	314 54	694 85	4,181 73	127 64
66	Quebec, Montreal and Southern	863 92	1,793 55	21,577 08	....
67	Red Mountain	387 56	156 37	3,494 13	46 60
68	Rutland and Noyan	145 96	44 38	600 00	1 15
69	Salisbury and Albert	....	....	1,282 00	....
70	Schomberg and Aurora	....	....	....	....
71	Stanstead, Shefford and Chambly	670 96	244 61	7,495 98	0 10
72	St. Clair Tunnel	....	6,468 16	....	....
73	St. Lawrence and Adirondack	544 38	282 40	8,297 44	50 58
74	St. Martins	....	....	170 00	746 75
75	Sydney and Louisburg	1,800 00	4,705 00	12,313 90	6,412 62
76	Spokane and British Columbia.	57 56	....	80 83	....
77	Temiscouata	4,871 47	1,397 50	9.245 92	90 36
78	Temiskaming and Northern Ontario	10,004 05	4,936 04	67,304 94	286 12
79	Thousand Islands	603 60	....	3,490 29	....
80	Toronto, Hamilton and Buffalo	13,089 82	6,706 25	71,291 15	263 75
81	Vancouver, Victoria and Eastern	7,069 85	3,335 01	33,113 34	1,230 13
82	Victoria Terminal Railway and Ferry Co.	28 56	....	251 26	3 40
83	Victoria and Sidney, B.C	383 40	....	3,380 65	45 42
84	Wabash in Canada	15,972 37	....	20,047 46	4,255 69
85	Wellington Colliery Co	....	....	....	....
86	York and Carleton	....	....	....	....
	Final total	1,327,856 06	796,991 87	8,315,042 55	56,701 82

Year ending June 30, 1910—*Continued.*

86	87	88	89	90	91	92	
EXPENSES.							No.
Coal and Ore Dock.	Station Supplies and Expenses.	Yardmasters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.	Yard Enginemen.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	....	....	....	....	....	56
....	....	....	....	....	186 00	....	57
....	684 04	....	....	....	....	....	58
....	8,388 03	29 83	541 41	50 38	1 50	442 39	59
....	7,530 14	3,808 42	16,110 06	905 58	278 72	12,044 48	60
....	....	....	....	....	....	....	61
....	....	....	....	....	....	....	62
....	7,519 67	....	....	....	....	....	63
....	3,118 50	....	2,799 92	....	184 57	3,687 94	64
....	897 66	595 70	422 16	649 67	....	1,307 35	65
....	3,318 39	....	32 32	60 00	....	603 75	66
....	308 83	....	....	....	....	....	67
....	132 83	75 93	122 40	954 72	12 94	98 67	68
....	22 22	....	....	....	....	....	69
....	....	....	....	....	....	....	70
....	1,250 24	....	....	384 00	....	....	71
....	....	....	....	....	....	....	72
....	2,288 00	25 05	....	....	....	....	73
....	....	....	....	....	....	....	74
....	296 16	4,303 72	....	737 46	....	....	75
....	35 75	....	....	....	....	....	76
....	1,053 37	....	....	....	....	....	77
....	12,437 63	2,327 53	14,008 77	3,675 38	1,219 40	9,865 99	78
....	672 15	....	....	....	....	....	79
....	6,009 70	4,528 75	19,053 85	1,432 05	42 41	14,070 19	80
....	4,866 27	855 72	4,409 01	79 85	11 78	3,319 77	81
....	29 68	....	....	....	....	....	82
....	389 64	....	....	....	....	....	83
....	2,069 78	....	2,407 62	....	....	1,899 74	84
....	....	3,212 45	3,212 46	3,212 46	3,212 46	....	85
....	....	....	....	....	....	....	86
50,177 08	853,102 92	405,805 05	1,849,942 79	193,013 69	57,503 26	1,299,915 93	

TABLE 8.—SUMMARY of Operating Expenses for the

Number.	94	95	96	97	98
		TRANSPORTATION			
	Name of Railway.	Enginehouse Expenses—Yard.	Fuel for Yard Locomotives	Water for Yard Locomotives	Lubricants for Yard Locomotives
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	601 98	4,564 32	505 86	171 93
2	Algoma Central and Hudson Bay				
3	Atlantic and Lake Superior				
4	Atlantic, Quebec and Western				
5	Bay of Quinté	9 68			
6	Bedlington and Nelson				
7	Bessemer and Barry's Bay				
8	Brandon, Saskatchewan and Hudson Bay				
9	British Yukon		598 80		17 63
10	Brockville, Westport and Northwestern				
11	Canada Southern	24,296 62	95,226 79	5,737 67	1,468 20
12	Canadian Government Railways—Intercolonial.	29,643 52	152,614 72	9,449 39	4,222 10
13	" " —P. E. Island.	1,000 96	3,442 81	75 00	145 06
14	Canadian Northern	21,624 65	137,350 61	7,509 91	3,633 96
15	Canadian Northern, Ontario	679 06	7,326 06	7 60	167 52
16	Canadian Northern, Quebec	3 29	22,398 32	321 72	257 08
17	Canadian Pacific	231,675 62	744,963 45	39,246 02	13,350 62
18	Cape Breton				
19	Caraquet				
20	Carillon and Grenville				
21	Central Ontario		1,307 16	65 62	103 23
22	Crowsnest Southern		Cr. 0 75		
23	Cumberland Railway and Coal Co				
24	Dominion Atlantic	1,813 41	8,611 98	154 26	169 86
25	Elgin and Havelock				
26	Eastern British Columbia				
27	Grand Trunk	47,148 91	388,178 10	17,009 42	5,409 28
28	Grand Trunk (Canada Atlantic)	5,071 48	31,522 96	1,761 15	792 48
29	Halifax and Southwestern	62 77	1,722 66		41 46
30	Hereford	583 50	2,511 48	109 91	24 71
31	Inverness Railway and Coal Co	570 61	1,871 99		82 88
32	Irondale, Bancroft & Ottawa				
33	Kaslo and Slocan				
34	Kent Northern	30 00			
35	Kettle River Valley				
36	Kingston and Pembroke		1,159 60		38 95
37	Klondike Mines				
38	Liverpool and Milton				
39	Lotbinière and Megantic				
40	London and Port Stanley	1,481 59	3,527 25	155 45	60 06
41	Manitoulin and North Shore				
42	Maritime Coal Railway and Power Co				
43	Massawippi Valley		2,845 02	29 00	50 68
44	Midland Railway Co. of Manitoba (now Manitoba Great Northern)				
45	Montreal and Atlantic	919 21	5,515 86	218 21	87 02
46	Montreal and Province Line	21 57			
47	Montreal and Vermont Junction				
48	Morrissey, Fernie and Michel		10,110 28	257 36	
49	Moncton and Buctouche				
50	Napierville Junction	14 48	648 67		1 92
51	Nelson and Fort Sheppard				
52	New Brunswick Coal and Railway Co				
53	New Brunswick and P. E. Island				
54	New Brunswick Southern				

Year ending June 30, 1910—*Continued.*

99	100	101	102	103	105	106	
EXPENSES—*Continued.*							
Other Supplies for Yard Locomotives	Total of last Fifteen Accounts.	Operating Joint Yards and Terminals—Dr.	Operating Joint Yards and Terminals—Cr.	Total Station and Yard Expenses.	Road Enginemen.	Enginehouse Expenses—Road.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
21 07	28,282 23	5,182 88		33,465 11	14,192 31	1,824 03	1
	73,103 09			73,103 09	25,551 64	3,570 18	2
	5,647 93			5,647 93	5,340 58		3
	2,628 25			2,628 25	1,690 35	691 65	4
	11,104 70	2,600 00		13,704 70	6,575 63		5
	13 33			13 33	156 35	23 80	6
	570 63			570 63	1,400 00		7
	9,366 62			9,366 62	6,026 36	1,464 54	8
22 39	16,410 37			16,410 37	3,879 88	3,083 35	9
	2,882 29			2,882 29	3,244 65		10
1,910 64	598,599 05	348,597 04	15,821 65	931,374 44	273,387 85	85,737 82	11
2,603 00	1,213,330 45	104,576 21	87,580 44	1,230,326 22	489,722 18	234,430 16	12
99 83	63,800 75			63,800 75	23,906 15	10,915 92	13
3,228 26	1,139,912 79	23,507 80	17,333 27	1,146,087 32	617,331 25	247,114 34	14
13 46	48,024 57			48,024 57	26,878 16	13,188 53	15
202 25	118,378 67	2,207 75	474 31	120,112 11	51,928 71	15,223 81	16
20,098 48	7,075,101 23	254,556 72	105,687 08	7,223,970 87	3,368,859 28	1,060,565 93	17
	2,387 45			2,387 45	1,977 85		18
	5,305 80			5,305 80	1,220 52	857 61	19
	200 00			200 00	269 00		20
	16,869 94			16,869 94	8,995 65	3,943 88	21
	6,790 00			6,790 00	12,887 48	1,229 19	22
	3,809 17			3,809 17	4,389 61	1,403 61	23
33 85	67,936 75	1,070 50	521 89	68,485 36	29,075 49	12,817 66	24
	408 00			408 00	481 54	289 00	25
	1,418 04			1,418 04	2,644 10	908 83	26
8,299 49	3,488,533 52	21,184 28	427,646 41	3,082,071 39	1,180,079 47	245,337 26	27
968 06	284,654 47	4,223 75	6,015 84	282,862 38	94,889 15	24,732 63	28
	21,557 43	16,541 89		38,099 32	20,208 71	5,088 98	29
28 57	10,954 14	1,347 73	365 56	11,936 31	5,300 37	2,075 47	30
36 60	11,444 97			11,444 97	5,397 81	1,923 32	31
	1,651 41			1,651 41	1,172 05	493 87	32
	3,855 54			3,855 54	1,360 03	518 99	33
	1,075 00			1,075 00	1,100 00		34
	122 67			122 67	410 11	88 54	35
21 27	17,365 38	2,900 72		20,266 10	7,321 45	3,964 80	36
	3,165 66			3,165 66	2,503 30	783 10	37
	391 50			391 50	1,134 95	50 00	38
	1,144 51			1,144 51	1,163 40	654 43	39
9 59	32,329 53	190 64		32,520 17	7,975 74	2,747 95	40
	1 23	999 96		1,001 19	2,870 56	948 27	41
	1,338 25			1,338 25	3,739 06	3,448 44	42
	25,902 19			25,902 19	15,356 64	3,206 68	43
	6,224 68	1,923 60		81,148 28	3,813 10	901 76	44
109 13	69,102 95	38,040 93		107,143 88	45,983 86	11,989 24	45
	5,755 36	180 00	1 50	5,933 86	3,373 11	977 38	46
	4,237 51		7 50	4,230 01	4,865 49	66 21	47
1,318 96	31,933 06			31,933 06			48
	1,203 51			1,203 51	1,809 01		49
0 62	3,275 65	430 83	300 00	3,406 48	1,765 41	704 18	50
	5,363 48	4,281 59	435 58	9,209 49	4,636 27	476 04	51
	8,595 49			8,595 49	5,360 01		52
	1,083 00			1,083 00	2,044 77		53
	1,688 02	8,864 21		10,552 23	2,484 53		54

Table 8.—Summary of Operating Expenses for the

Number.	94	95	96	97	98
			Transportation		
	Name of Railway.	Enginehouse Expenses —Yard.	Fuel for Yard Locomotives	Water for Yard Locomotives	Lubricants for Yard Locomotives
		$ cts.	$ cts.	$ cts.	$ cts.
55	New Westminster Southern..................	....	....	....	....
56	North Shore Railway Co.	....	....	....	....
57	Nova Scotia Steel and Coal Co.	....	....	....	....
58	Orford Mountain...........................	....	....	....	....
59	Ottawa and New York.......	32 36	1,361 90	69 32	62 28
60	Père Marquette..........	5,049 43	30,792 52	1,238 80	547 16
61	Phillipsburg Railway and Quarry Co......... .	....	....	....	....
62	Princeton Branch of Washington Co............	....	....	....	....
63	Quebec Central..	....	....	....	....
64	Quebec and Lake St. John	4 98	5,428 51	178 33	59 81
65	Quebec Railway Light and Power Co	122 96	1,565 30	8 75	28 14
66	Quebec Montreal and Southern................	412 98	3,501 20	57 65	11 65
67	Red Mountain	....	....	....	....
68	Rutland and Noyan.......................	31 65	183 86	5 71	3 08
69	Salisbury and Albert..........................	....	....	....	....
70	Schomberg and Aurora............	....	....	....	....
71	Stanstead, Shefford and Chambly	26 60	....	6 00	....
72	St. Clair Tunnel....	....	....	....	....
73	St. Lawrence and Adirondack................ ..	22 16	....	....	....
74	St. Martin's	....	....	....	....
75	Sydney and Louisburg....	....	....	....	....
76	Spokane and British Columbia.................	....	....	....	....
77	Temiscouata....	....	....	....	....
78	Temiskaming and Northern Ontario........ ...	1,587 01	25,159 37	1,099 25	492 22
79	Thousand Islands............................	....	....	....	....
80	Toronto, Hamilton & Buffalo..................	2,599 15	27,639 04	1,183 89	425 32
81	Vancouver, Victoria and Eastern	811 59	7,260 41	1 69	130 94
82	Victoria Terminal Railway and Ferry Co.......	....	....	....	....
83	Victoria and Sidney, B.C.	....	....	....	....
84	Wabash in Canada	1 14	3,389 31	....	0 37
85	Wellington Colliery Co..................	....	3,276 00	48 00	....
86	York and Carleton............................	....	....	....	....
	Final total..........	377,954 92	1,737,575 56	86,510 94	32,057 60

Year ending June 30, 1910—*Continued.*

EXPENSES—*Continued.*

99 Other Supplies for Yard Locomotives	100 Total of last Fifteen Accounts.	101 Operating Joint Yards and Terminals—Dr.	102 Operating Joint Yards and Terminals—Cr.	103 Total Station and Yard Expenses.	105 Road Enginemen.	106 Enginehouse Expenses—Road.	Number.
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	43 66	....	....	43 66	1,815 66	536 97	55
....	....	....	....	....	1,002 45	....	56
....	1,086 00	....	....	1,086 00	1,533 70	....	57
....	4,438 33	....	....	4.438 33	2,590 94	....	58
9 48	22,053 65	4,994 15	101 75	26,446 05	6,065 28	1,296 73	59
67 14	156,588 92	29,353 34	....	185,942 26	84,574 81	17,579 87	60
....	....	....	....	....	....	....	61
....	....	....	....	....	1,488 46	694 85	62
....	67,169 32	....	....	67,169 32	44,753 67	7,313 11	63
64 32	42,065 90	....	3,766 75	38,299 15	30,368 48	14,355 64	64
13 57	9,920 63	....	....	9,920 63	2,638 80	269 60	65
4 32	29,579 34	1,354 50	699 50	30,234 34	10,106 24	4,937 41	66
....	3,849 56	....	....	3,849 56	1,666 59	446 18	67
....	2,222 94	....	....	2,222 94	635 18	244 70	68
....	1,304 22	....	....	1,304 22	2,841 70	75 67	69
....	....	....	....	....	....	....	70
....	9,162 92	282 43	....	9.445 35	3,618 13	955 99	71
....	3,943 31	....	....	3,943 31	....	....	72
....	10,683 23	3,300 04	220 00	13,763 27	16,552 45	4,557 16	73
....	916 75	....	....	916 75	1,115 50	385 00	74
....	24,063 86	780 00	....	24,843 86	28,197 40	8,534 44	75
....	116 58	....	....	116 58	136 53	81 45	76
....	10,389 65	....	....	10,389 65	8,316 30	....	77
89 56	139,553 17	31,297 39	....	170,850 56	58,121 51	15,537 50	78
....	4,162 44	....	....	4,162 44	2,311 65	....	79
249 33	148,788 58	7,717 94	53,915 06	102,591 46	35,318 67	10,406 68	80
110 66	56,200 56	....	....	56,200 56	40,770 57	6,315 76	81
....	284 34	....	....	284 34	161 87	45 10	82
....	3,815 71	....	....	3,815 71	2,152 43	599 35	83
0 20	34,071 31	276,674 87	226 33	310,519 85	91,099 52	19,787 68	84
1,173 88	17,347 71	....	....	17,347 71	....	....	85
....	....	....	....	....	1,080 00	....	86
40,807 38	15,360,054 80	1,198,663 69	721,120 42	15,837,598 07	6,891,165 42	2,125,418 22	

TABLE 8.—SUMMARY of Operating Expenses for the

No.	107	108	109	110	111
		TRANSPORTATION			
	Name of Railway.	Fuel for Road Locomotives	Water for Road Locomotives	Lubricants for Road Locomotives.	Other Supplies for Road Locomotives.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co	22,931 61	2,541 52	828 10	283 04
2	Algoma Central and Hudson Bay	26,473 85	1,149 24	829 87	225 05
3	Atlantic and Lake Superior	13,829 24	207 03	573 58	175 60
4	Atlantic, Quebec and Western	5,303 65	5 00	197 93	61 19
5	Bay of Quinté	26,026 98	309 59	280 30	342 54
6	Bedlington and Nelson	206 94	....	3 71	2 41
7	Bessemer and Barry's Bay	2,055 99	....	178 07	....
8	Brandon, Saskatchewan and Hudson Bay	9.295 79	840 36	112 48	76 44
9	British Yukon	6,458 04	820 62	144 62	101 90
10	Brockville, Westport and Northwestern	6,648 35	201 13	439 70	....
11	Canada Southern	584,443 43	34,199 01	12,679 14	7,602 44
	Canadian Government Railways—				
12	Intercolonial	1,499,373 01	49,336 42	28,140 75	13,614 97
13	Prince Edward Island	45,858 46	1,942 86	1,071 23	944 66
14	Canadian Northern	1,445,456 71	82,167 03	39,769 85	35,882 25
15	Canadian Northern, Ontario	85,915 00	3,812 19	2,259 48	835 76
16	Canadian Northern, Quebec	184,911 53	6,537 69	2,968 76	2,276 87
17	Canadian Pacific	7,407,584 02	385,428 85	108,890 28	159,860 72
18	Cape Breton	2,318 81	....	240 17	....
19	Caraquet	8,066 92	480 00	470 00	100 25
20	Carillon and Grenville	442 50	....	47 20	20 30
21	Central Ontario	34,201 34	731 99	598 49	....
22	Crowsnest Southern	24.021 96	1,138 86	354 96	260 75
23	Cumberland Ry. and Coal Co	4,292 00	79 50	....	525 96
24	Dominion Atlantic	80,247 27	1,566 13	1,630 67	363 99
25	Elgin and Havelock	1,744 88	29 70	112 05	159 49
26	Eastern British Columbia	1,284 41	29 50	180 48	86 17
27	Grand Trunk	3,351,100 34	122,193 63	31,402 29	56,671 75
28	Grand Trunk (Canada Atlantic)	284,168 94	12,363 68	3,559 81	4,849 61
29	Halifax and Southwestern	68,525 50	2,081 76	1,304 19	356 90
30	Hereford	11,539 96	541 50	107 00	173 82
31	Inverness Ry. and Coal Co	14,628 05	186 72	489 25	332 11
32	Irondale, Bancroft and Ottawa	4,537 56	5 32	84 50	234 48
33	Kaslo and Slocan	2,521 14	102 00	83 53	22 59
34	Kent Northern	2,000 00	25 00	100 00	100 00
35	Kettle River Valley	493 83	17 50	3 43	13 42
36	Kingston and Pembroke	19,501 96	716 46	355 47	244 41
37	Klondike Mines	8,647 08	228 00	100 79	79 53
38	Liverpool and Milton	1,679 74	25 00	98 51	49 65
39	Lotbinière and Megantic	3,749 38	25 50	130 22	38 25
40	London and Port Stanley	22,409 02	1,007 50	351 84	244 18
41	Manitoulin and North Shore	8,083 22	166 15	83 17	53 83
42	Maritime Coal, Railway and Power Co	10,814 76	559 16	726 20	219 16
43	Massawippi Valley	24,250 42	247 20	432 03	177 51
44	Midland Ry. Co. of Manitoba, (now Manitoba Great Northern)	5,605 80	201 21	58 66	75 25
45	Montreal and Atlantic	113,685 02	1,834 04	1,501 20	1,803 33
46	Montreal and Province Line	11.750 24	748 79	182 93	121 71
47	Montreal and Vermont Junction	16,356 57	866 08	146 09	83 52
48	Morrissey, Fernie and Michel	....	....	....	....
49	Moncton and Buctouche	3,242 22	....	199 56	49 20
50	Napierville Junction	9,544 58	440 34	117 37	33 09
51	Nelson and Fort Sheppard	10,837 98	176 96	180 26	176 53
52	New Brunswick Coal and Railway Co.	10,963 72	322 23	705 34	318 50
53	New Brunswick and Prince Edward Island	4,345 10	50 00	139 42	....
54	New Brunswick Southern	7,771 68	504 27	148 46	3 96

Year ending June 30, 1910—*Continued.*

112	113	114	115	116	117	118	
EXPENSES—*Continued.*							
Operating Power Plant.	Road Trainmen.	Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing Wrecks.	No.
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	15,377 57	1,150 81	....	....	....	775 25	1
....	6,632 16	1,511 51	....	....	....	392 20	2
....	4,780 30	343 94	....	....	....	....	3
....	2,032 20	498 65	....	....	....	....	4
....	7,295 39	712 44	2,025 93	....	....	25 00	5
....	198 37	....	....	....	....	0 08	6
....	....	....	....	....	....	....	7
....	6,335 20	2,200 01	6,546 57	....	....	82 32	8
....	4,595 20	740 32	....	....	....	17 67	9
....	3,684 88	188 84	....	....	....	....	10
....	296,685 21	81,940 07	42,713 68	8,733 14	2,083 33	1,493 25	11
....	638,062 73	174,124 49	12,211 62	12,515 37	3,891 93	15,765 12	12
....	32,456 67	7,337 68	....	....	669 20	142 13	13
....	605,896 50	204,536 58	53,954 61	1,402 95	898 18	58,437 50	14
....	25,179 70	14,332 97	4,021 00	526 33	1.050 77	2,332 78	15
....	44,457 49	15,236 32	4,446 90	2,944 44	227 69	3,373 49	16
....	3,565,938 48	1,328,341 79	51,035 01	25,805 46	7,886 68	176,418 38	17
....	....	31 99	....	....	....	....	18
....	2,823 91	1,102 00	....	....	....	....	19
....	230 00	....	....	....	....	....	20
....	10,507 77	1,255 57	....	2,243 28	....	53 99	21
....	12,122 57	3,349 49	96 53	40 05	....	1,166 65	22
....	8,480 80	....	....	....	....	....	23
....	39,926 22	11,207 78	170 19	....	1,556 00	503 38	24
....	1,500 22	....	....	....	....	43 60	25
....	1,998 45	111 69	....	....	....	44 75	26
....	1,171,730 09	365,299 57	25,862 08	62,227 46	13,105 36	26,201 27	27
....	97,241 21	28,006 35	568 81	3,224 54	2,953 99	5,837 78	28
....	19,670 07	5,985 34	....	156 50	161 12	1,264 57	29
....	6,986 95	922 53	18 79	0 19	....	122 95	30
....	6,316 95	2,064 16	....	....	....	111 74	31
....	1,227 73	160 60	....	....	....	90 10	32
....	2,021 56	180 70	....	....	....	191 80	33
....	....	1,025 00	....	....	....	....	34
....	449 91	14 75	....	....	....	....	35
....	8,762 78	2,151 48	749 20	50 69	....	25 66	36
....	2,968 45	681 47	....	....	....	12 45	37
....	984 38	....	....	....	....	....	38
....	1,897 55	219 08	....	....	....	....	39
....	7,053 31	685 91	....	633 40	....	85 54	40
....	3,269 06	365 29	....	....	....	164 89	41
....	4,823 15	263 12	....	....	....	....	42
....	16,241 11	1,978 49	65 79	....	....	11 02	43
....	4,377 06	1,522 26	6,316 48	....	....	100 12	44
....	44,184 21	7,983 91	2,514 89	162 77	....	502 00	45
....	3,883 12	1,557 24	....	....	320 80	136 65	46
....	3,022 43	2,986 34	1 60	....	242 50	14 90	47
....	....	....	....	....	....	....	48
....	1,682 65	7 71	....	....	....	....	49
....	1,946 37	278 16	1,075 43	....	....	443 64	50
....	4,357 10	1,765 14	....	....	....	136 34	51
....	5,831 63	....	....	....	....	....	52
....	1,990 40	453 63	....	....	101 30	....	53
....	3,052 34	893 98	....	13 45	149 14	333 62	54

TABLE 8.—SUMMARY of Operating Expenses

	107	108	109	110	111
		TRANSPORTATION			
Number.	Name of Railway.	Fuel for Road Locomotives	Water for Road Locomotives	Lubricants for Road Locomotives.	Other Supplies for Road Locomotives.
		$ cts.	$ cts.	$ cts.	$ cts.
55	New Westminster Southern	1,616 59	....	30 66	21 12
56	North Shore Railway Co	833 94	....	83 88	....
57	Nova Scotia Steel and Coal Co	1,683 33	....	....	161 05
58	Orford Mountain	4,822 92	79 25	168 81	53 80
59	Ottawa and New York	13,767 06	946 04	428 53	27 25
60	Pere Marquette	237,324 73	9,268 22	3,656 01	2,547 76
61	Phillipsburg Railway and Quarry Co	....	....	....	....
62	Princeton Branch of Washington Co	2,067 23	....	16 05	18 62
63	Quebec Central	140,055 65	....	3,582 59	263 80
64	Quebec and Lake St. John	113,630 07	5,361 92	2,152 27	2,013 73
65	Quebec Railway, Light and Power Co	5,744 50	129 16	120 39	64 49
66	Quebec, Montreal and Southern	40,216 00	2,247 61	722 46	493 83
67	Red Mountain	3,962 05	197 59	51 20	45 15
68	Rutland and Noyan	1,130 78	52 53	40 15	17 41
69	Salisbury and Albert	7,289 18	....	312 48	....
70	Schomberg and Aurora	2,208 47	....	....	240 37
71	Stanstead, Shefford and Chambly	11,656 37	362 59	183 73	167 46
72	St. Clair Tunnel	....	....	....	....
73	St. Lawrence and Adirondack	72,453 67	654 81	931 09	634 67
74	St. Martins	2,457 09	....	53 00	48 00
75	Sydney and Louisburg	24,764 87	3,763 45	2,026 77	1,970 00
76	Spokane and British Columbia	444 86	18 70	2 70	4 25
77	Temiscouata	29,817 25	1,033 10	436 26	281 97
78	Temiskaming and Northern Ontario	189,111 06	9,998 92	3,491 27	1,902 88
79	Thousand Islands	6,926 42	....	106 19	69 16
80	Toronto, Hamilton and Buffalo	90.118 31	3,534 19	1,651 67	1,019 00
81	Vancouver, Victoria and Eastern	75,411 53	2,835 51	1,180 75	867 50
82	Victoria Terminal Railway and Ferry Co	346 93	12 55	14 09	1 30
83	Victoria and Sidney, B.C	4,616 77	168 25	188 51	17 31
84	Wabash Railroad Co. in Canada	185,743 00	8,313 32	3,387 20	3,305 63
85	Wellington Colliery Co	....	....	....	....
86	York and Carleton	450 00	....	60 00	....
	Final total	16,832,817 13	768,167 84	270,872 01	306,586 55

for the Year ending June 30, 1910—*Continued.*

112	113	114	115	116	117	118	
EXPENSES—*Continued.*							
Operating Power Plants	Road Trainmen.	Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing Wrecks.	Number.
$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
....	3,118 05	374 58	....	....	....	184 53	55
....	....	....	....	....	....	....	56
....	1,220 70	81 00	....	....	....	....	57
....	1,900 46	75 07	....	....	....	....	58
....	7,224 73	1,128 28	3,232 91	....	714 00	....	59
....	88,675 14	25,611 71	4,447 65	845 15	354 00	1,353 09	60
....	....	....	....	....	....	....	61
....	979 47	187 20	....	....	....	....	62
....	42,253 50	8,408 96	....	....	....	183 18	63
....	29,486 89	9,689 20	17 88	1,001 13	416 22	1,077 36	64
....	4,069 60	....	0 30	775 51	162 36	8 52	65
....	10,912 09	10,496 56	2,421 01	....	573 37	263 72	66
....	2,062 45	339 85	....	....	....	7 95	67
....	689 08	164 90	4 87	....	....	14 00	68
....	1,945 00	92 07	....	....	....	162 80	69
....	....	....	949 00	....	....	....	70
....	3,449 12	2,831 82	....	....	741 20	190 63	71
....	....	....	....	....	....	....	72
....	21,502 55	7,380 85	1,607 88	8 86	....	70 92	73
....	1,945 37	....	....	....	....	....	74
....	24,022 76	266 12	....	360 00	....	....	75
....	145 67	13 11	....	....	....	....	76
....	9,030 30	1,621 65	....	....	....	1,623 47	77
175 48	58,589 67	16,955 50	....	....	....	4,613 15	78
....	1,118 00	133 43	....	....	....	62 75	79
....	37,992 80	18,084 17	2,098 37	3,834 73	....	616 20	80
....	37,691 99	9,278 36	1,454 60	800 00	2,908 36	5,779 44	81
....	139 70	23 69	....	....	....	....	82
....	1,856 60	319 73	....	....	....	4 27	83
....	91,330 24	36.885 88	....	10 19	....	935 03	84
....	....	....	....	....	....	....	85
....	600 00	5 00	....	....	....	....	86
175 48	7,247,121 40	2,428,155 75	230,629 58	128,315 59	41,167 50	314,005 59	

TABLE 8.—SUMMARY of Operating Expenses

	120	121	122	123	124
		TRANSPORTATION			
Number.	Name of Railway.	Telegragh and Telephone—Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	1,383 01		655 12	3,769 30
2	Algoma Central and Hudson Bay.	989 69			673 41
3	Atlantic and Lake Superior	215 39			
4	Atlantic, Quebec and Western				53 79
5	Bay of Quinté	46 27			1,336 61
6	Bedlington and Nelson	0 45			
7	Bessemer and Barry's Bay				
8	Brandon, Saskatchewan and Hudson Bay	208 38			268 83
9	British Yukon	1,371 25			529 10
10	Brockville, Westport and Northwestern	127 05			
11	Canada Southern	21,348 25	139,807 05		25,079 37
12	Canadian Government Railways—Intercolonial.	10,758 53	42,223 71		56,166 27
13	" " P. E. Island	7,051 57	223 88		6,135 03
14	Canadian Northern				57,813 30
15	Canadian Northern, Ontario	1 60			3,921 96
16	Canadian Northern, Quebec				5,778 05
17	Canadian Pacific	129,509 70	47,726 16		233,063 98
18	Cape Breton				
19	Caraquet	588 45			75 50
20	Carillon and Grenville				
21	Central Ontario	4 70			597 70
22	Crowsnest Southern	212 60			463 76
23	Cumberland Railway and Coal Co				
24	Dominion Atlantic.	30 59			3,657 30
25	Elgin and Havelock				10 00
26	Eastern British Columbia				251 02
27	Grand Trunk	29,562 14	126,087 02		107.915 34
28	Grand Trunk (Canada Atlantic)	878 21			7,404 14
29	Halifax and Southwestern.	207 87		5,637 11	2,873 95
30	Hereford	2 82			207 92
31	Inverness Railway and Coal Co	78 14			216 87
32	Irondale, Bancroft and Ottawa	1 75			85 27
33	Kaslo and Slocan	158 38		120 00	68 58
34	Kent Northern	100 00			
35	Kettle River Valley				27 13
36	Kingston and Pembroke				1,140 11
37	Klondike Mines				167 45
38	Liverpool and Milton				
39	Lotbinière and Mégantic				181 49
40	London and Port Stanley	409 78			735 07
41	Manitoulin and North Shore				292 80
42	Maritime Coal Railway and Power Co				5 90
43	Massawippi Valley.				506 26
44	Midland Railway Co. of Manitoba now Manitoba Great Northern	106 32			190 73
45	Montreal and Atlantic	134 82			4.117 13
46	Montreal and Province Line	118 18			294 36
47	Montreal and Vermont Junction	230 65			816 94
48	Morrissey. Fernie and Michel				
49	Moncton and Buctouche				
50	Napierville Junction	372 54			273 45
51	Nelson and Fort Sheppard	668 98			217 30
52	New Brunswick Coal and Ry. Co				
53	New Brunswick and P.E. Island				
54	New Brunswick Southern				1,000 47
55	New Westminster Southern	31 49			57 97
56	North Shore Railway Co				

for the Year ending June 30, 1910—*Continued*

EXPENSES—*Continued.*

126	127	128	129	130	131	132	
Other Expenses.	Loss and Damage —Freight.	Loss and Damage— Baggage.	Damage to Property.	Damage to Stock on Right of Way.	Injuries to Persons.	Total of Last Twenty-six Accounts.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
5 00	386 06	....	2,143 78	270 00	....	68,516 51	1
820 35	1 68	....	148 30	23 95	62 50	69,055 58	2
1,386 85	222 75	....	....	....	....	27,075 16	3
91 90	39 95	....	....	....	....	10,666 26	4
7,219 20	2 35	....	....	24 00	11 25	52,233 30	5
....	1 88	....	....	....	0 89	594 88	6
....	....	....	....	....	....	3,634 06	7
1,503 63	149 80	Cr. 5 01	300 17	29 53	18 41	35,453 81	8
1,753 41	58 92	....	....	....	0 96	23,555 24	9
....	90 43	....	....	....	77 80	14,702 83	10
237 79	48,468 85	578 94	4,923 73	2,734 41	14,791 02	1,689,667 78	11
20,378 22	25,994 39	131 76	5,007 49	2,309 74	7,662 45	3,341,821 31	12
4 54	235 26	....	50 88	24 50	....	138,970 62	13
3,784 96	47,441 37	217 56	21,162 62	3,040 43	31,558 07	3,557,866 06	14
258 83	565 41	103 14	2,565 79	597 50	1,296 35	189,643 25	15
2,082 00	3,801 73	298 57	2,320 10	493 98	5,642 35	354,950 48	16
58,397 61	463,365 00	9,872 04	67,274 10	23,672 86	371,395 55	19,050,891 88	17
....	11 25	....	15 00	....	....	4,595 07	18
....	250 04	....	....	36 50	....	16,071 70	19
....	....	....	....	....	....	1,009 00	20
4,821 49	64 74	....	57 00	95 00	....	68,172 59	21
2,518 83	509 77	Cr. 5 02	27 56	1,076 77	811 62	62,284 38	22
2,019 24	....	....	....	....	....	21,190 72	23
360 50	113 01	307 95	438 50	308 60	125 20	184,706 43	24
41 78	....	....	....	....	....	4,412 26	25
....	0 28	....	....	....	....	7,539 68	26
98,257 57	171,992 91	2,840 46	24,596 10	13,169 60	124,088 92	7,349,720 63	27
1,287 62	13,552 46	Cr. 338 41	2,378 67	761 47	1,236 81	589,557 47	28
....	538 35	42 50	....	28 00	208 13	134,339 46	29
....	346 95	5 75	150 24	25 44	284 05	28,812 70	30
51 30	31 67	....	....	62 00	....	31,890 09	31
5 30	11 63	....	....	11 00	....	8,121 16	32
....	13 48	....	....	....	....	7,362 78	33
....	....	....	....	....	....	4,450 00	34
8 08	....	....	....	....	....	1,526 70	35
607 35	156 60	32 21	960 49	55 50	27 00	46,823 62	36
553 50	135 75	....	20 00	....	....	16,880 87	37
....	....	....	....	....	....	4,022 23	38
1,169 38	13 05	....	....	....	....	9,241 73	39
8 40	1,198 80	....	193 68	21 47	1,961 63	47,723 22	40
1,868 58	....	....	4 18	....	....	18,170 60	41
99 37	55 60	....	807 77	119 00	....	25,680 69	42
....	786 77	....	....	....	791 05	64,050 88	43
1,049 62	129 99	Cr. 3 52	47 99	2 62	16 00	24,511 45	44
126 29	4,782 91	134 85	8,682 43	324 00	19,182 04	269,628 94	45
....	580 46	28 00	229 50	70 00	27 00	24,399 47	46
....	1,203 13	....	141 50	24 27	....	31,068 22	47
1,543 98	16 25	....	....	....	....	1,560 23	48
305 20	11 11	....	....	9 00	....	7,315 66	49
11 24	42 94	....	3 05	10 00	13 40	17,075 19	50
1,239 51	81 19	Cr. 2 70	8 28	396 53	288 29	25,640 00	51
....	22 40	....	....	25 00	....	23,548 83	52
....	....	....	....	20 00	....	9,144 62	53
....	19 21	....	302 80	84 00	....	16,761 91	54
92 00	361 47	1 08	7 95	528 89	51 02	8,830 03	55
....	....	....	....	....	....	1,920 27	56

TABLE 8.—SUMMARY of Operating Expenses

Number.	120	121	122	123	124
		TRANSPORTATION			
	Name of Railway.	Transportation and Telephone—Operations.	Operating Floating Equipment.	Express Service.	Stationery and Printing.
		$ cts.	$ cts.	$ cts.	$ cts.
57	Nova Scotia Steel and Coal Co				
58	Orford Mountain				227 40
59	Ottawa and New York	1,665 75			1,056 52
60	Père Marquette	4,928 51	22,521 29		7,819 33
61	Phillipsburg Ry. and Quarry Co				
62	Princeton Branch of Washington Co				0 97
63	Quebec Central	2,903 17			4,405 46
64	Quebec and Lake St. John				2,391 57
65	Quebec Ry. Light and Power Co.				495 18
66	Quebec, Montreal and Southern	61 13			2,553 23
67	Red Mountain	32 48			69 76
68	Rutland and Noyan	14 79			63 52
69	Salisbury and Albert				36 13
70	Schomberg and Aurora				
71	Stanstead, Shefford and Chambly	140 52			328 12
72	St. Clair Tunnel				
73	St. Lawrence and Adirondack				596 98
74	St. Martins	98 50			
75	Sydney and Louisburg				
76	Spokane and British Columbia				24 22
77	Temiscouta				1,900 11
78	Temiskaming and Northern Ontario	16,193 64			11,722 23
79	Thousand Islands			305 02	279 39
80	Toronto, Hamilton and Buffalo	425 25			6,356 05
81	Vancouver, Victoria and Eastern	2,380 40	11,712 81		1,204 14
82	Victoria Terminal Ry. and Ferry Co				
83	Victoria and Sidney, B.C				
84	Wabash (in Canada)	1,435 86			5,298 12
85	Wellington Colliery Co				
86	York and Carleton				
	Final total	237,189 55	390,301 92	6,717 25	575,269 34

for the Year ending June 30, 1910—*Continued.*

Expenses—*Continued.*

126	127	128	129	130	131	132	
Other Expenses.	Loss and Damage —Freight.	Loss and Damage—Baggage.	Damage to Property.	Damage to Stock on Right of Way.	Injuries to Persons.	Total of Last Twenty-six Accounts.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	4,679 78	57
229 07	12 63	.....	.....	25 00	.....	10,185 35	58
20 90	254 61	.....	3,744 02	110 00	2,034 55	43,717 16	59
3,080 26	22,735 77	.....	4,028 79	1,205 36	20,744 38	563,301 83	60
.....	.....	.....	.....	.....	.....	.....	61
.....	47 58	1 18	.....	.....	.....	5,501 61	62
28,813 63	1,146 08	190 07	86 94	740 00	6,765 35	291,865 16	63
337 22	808 32	78 75	247 81	21 00	217 75	213,673 21	64
15 29	72 04	.....	.....	96 25	4 95	14,666 94	65
230 31	885 85	.....	158 98	5 45	Cr. 55 35	87,229 90	66
438 37	184 21	.....	7,879 19	1 28	124 31	17,508 61	67
1 70	73 39	.....	.....	6 33	.....	3,153 33	68
6 00	35 17	.....	.....	34 00	.....	12,830 20	69
87 00	.....	.....	.....	.....	.....	3,484 84	70
.....	806 34	.....	948 87	66 00	6,110 40	32,557 29	71
.....	.....	.....	.....	.....	.....	44,153 83	72
.....	1,201 56	17 28	109 29	143 72	33 63	128,457 37	73
.....	.....	.....	.....	.....	.....	6,102 46	74
.....	.....	.....	.....	.....	5,975 62	99,881 43	75
126 24	0 23	.....	.....	.....	.....	997 96	76
.....	300 16	146 50	671 60	63 50	28 00	55,270 17	77
389 25	1,369 49	168 46	247 09	890 65	5,327 60	394,805 35	78
2,753 62	.....	.....	.....	.....	.....	14,065 63	79
339 50	2,152 05	0 35	1,148 21	672 00	1,658 88	217,427 08	80
7,361 95	846 46	1 21	1,678 77	1,890 68	23,985 87	235,856 66	81
0 30	3 37	.....	2 45	14 86	1 78	767 99	82
.....	50 02	.....	32 66	197 64	24 22	10,227 76	83
10,219 79	44,843 25	163 41	6,475 47	1,111 98	3,293 35	513,638 92	84
.....	.....	.....	.....	.....	.....	.....	85
.....	.....	.....	.....	.....	.....	2,195 00	86
270,420 72	865,688 58	15,007 36	172,429 79	57,281 26	658,205 05	40,877,262 71	

TABLE 8.—SUMMARY of Operating Expenses

	133	134	135	136	138	139
Number.	Name of Railway.	Transportation Expenses—*Continued.*				
		Operating Joint Tracks. — Dr.	Operating Joint Tracks. — Cr.	Total Movement Expenses.	Total Transportation Expenses.	Salaries and Expenses of General Officers.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co.			101,981 62	105,470 28	9,270 00
2	Algoma Central and Hudson Bay			142,158 67	148,683 73	3,368 42
3	Atlantic and Lake Superior			32,723 09	33,200 44	2,529 16
4	Atlantic, Quebec and Western			13,294 51	13,294 51	2,280 00
5	Bay of Quinte	5,200 00		71,138 00	73,518 79	4,688 13
6	Bedlington and Nelson			608 21	648 17	52 03
7	Bessemer and Barry's Bay			4,204 69	4,204 69	125 00
8	Brandon, Saskatchewan and Hudson Bay			44,820 43	46,652 41	496 29
9	British Yukon			39,965 61	44,097 57	3,876 44
10	Brockville, Westport and Northwestern			17,585 12	17,585 12	4,702 93
11	Canada Southern	23,671 64	28,507 79	2,616,206 07	2,684,089 85	33,561 40
	Canadian Government Rys.—					
12	Intercolonial	10,885 69		4,583,033 22	4,802,924 06	20,462 83
13	Prince Edward Island			202,771 37	211,698 56	1,667 90
14	Canadian Northern			4,703,953 38	4,868,853 36	38,062 45
15	Canadian Northern, Ontario	12,508 07		250,175 89	262,117 72	4,028 34
16	Canadian Northern, Quebec	625 00	125 00	475,562 59	490,428 89	4,159 47
17	Canadian Pacific	30,360 00	5,701 25	26,299,521 50	27,425,187 61	285,035 26
18	Cape Breton			6,982 52	7,372 52	1,846 98
19	Caraquet			21,377 50	21,377 50	3,700 00
20	Carillon and Grenville			1,209 00	1,769 00	
21	Central Ontario			85,042 53	87,113 48	3,930 00
22	Crowsnest Southern			69,074 38	72,278 55	989 46
23	Cumberland Ry. and Coal Co.			24,999 89	27,224 49	
24	Dominion Atlantic			253,191 79	259,366 66	15,225 29
25	Elgin and Havelock			4,820 26	4,820 26	668 70
26	Eastern British Columbia			8,957 72	12,276 28	
27	Grand Trunk	10,181 97	126,355 93	10,315,618 06	10,576,862 25	164,116 83
28	Grand Trunk (Canada Atlantic)	1,196 34	1,582 63	872,033 56	906,833 82	8,178 82
29	Halifax and Southwestern			172,438 78	181,344 31	5,829 89
30	Hereford		27 20	40.721 81	41,771 17	678 63
31	Inverness Ry. and Coal Co.			43,335 06	43,935 06	1,758 91
32	Irondale, Bancroft and Ottawa			9,772 57	11,152 91	2,040 00
33	Kaslo and Slocan			11,218 32	12,938 96	9 66
34	Kent Northern			5,525 00	5.525 00	1,200 00
35	Kettle River Valley			1,649 37	1,719 87	253 93
36	Kingston and Pembroke			67,089 72	69,698 28	3,792 14
37	Klondike Mines			20,046 53	20,046 53	6,900 00
38	Liverpool and Milton			4,413 73	4,413 73	300 00
39	Lotbinière and Megantic			10,386 24	10,386 24	3,878 40
40	London and Port Stanley		2,336 98	77,906 41	79,818 89	565 60
41	Manitoulin and North Shore			19,171 19	21,399 98	1,696 73
42	Maritime Coal, Ry. & Power Co.			27,018 94	27,018 94	2,380 00
43	Massawippi Valley	525 00		90,478 07	90,703 07	599 11
44	Midland Ry. Co. of Manitoba, now Manitoba Great Northern			32,659 73	33,686 54	324 22
45	Montreal and Atlantic	611 73		377,384 55	389,997 73	
46	Montreal and Province Line	165 00		30,498 33	31,304 02	381 36
47	Montreal, Vermont Junction			35,298 23	37,119 32	1,081 72
48	Morrissey, Fernie and Michel			33,493 29	35,413 29	2,068 13
49	Montreal and Buctouche			8,519 17	8,519 17	1,800 00
50	Napierville Junction			20,481 67	20,708 56	507 26
51	Nelson and Fort Sheppard			34,849 49	36,967 94	574 24
52	New Brunswick Coal and Ry. Co.			32,144 32	32,144 32	2,337 41

for the Year ending June 30, 1910—*Continued.*

140	141	142	143	144	145	146	
General Expenses.							
Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Number.
$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
4,579 20	822 94	517 50	1,726 26	....	....	2,024 83	1
2,778 01	2,326 02	1,454 57	3,567 61	415 27	2,352 21	597 25	2
1,554 65	653 48	....	435 10	....	....	270 93	3
....	463 88	....	223 83	....	....	50 50	4
720 12	518 09	2,622 71	2,663 13	....	....	31 60	5
22 37	....	316 31	138 32	....	....	....	6
....	....	40 00	....	....	....	....	7
1,026 21	70 90	760 48	1,156 64	....	....	163 75	8
3,486 24	1,843 37	605 73	1,432 65	....	....	207 43	9
435 00	372 35	625 00	178 50	....	....	54 15	10
56,179 33	2,474 24	30,570 49	2,756 44	....	3,619 83	7,149 66	11
85,495 17	3,955 50	7,625 47	....	8,349 98	62,859 50	12,912 42	12
5,723 86	312 85	73 35	....	6,273 29	....	1,136 43	13
113,529 19	21,371 17	45,138 23	101,088 68	....	....	15,734 65	14
9,646 25	1,460 44	2,579 33	8,452 57	....	....	661 60	15
10,037 11	1,812 33	5,856 96	11,548 73	....	....	1,179 23	16
459,612 19	74,617 39	270,743 42	307,280 00	....	....	86,844 00	17
....	55 93	....	313 62	....	....	81 78	18
....	105 00	61 95	191 75	....	....	101 00	19
....	15 00	....	....	....	....	17 00	20
1,285 68	1,277 71	85 00	1,206 11	....	....	126 94	21
1,897 99	106 45	1,714 13	1,865 76	....	....	176 20	22
....	....	....	....	....	....	....	23
8,410 58	4,484 75	3,837 47	6,092 26	90 00	....	1,055 55	24
....	23 45	....	43 50	....	....	36 07	25
624 06	1 00	....	380 75	....	....	11 20	26
226,581 07	43,875 45	78,862 02	101,555 94	11,869 87	105,312 22	28,236 06	27
19,055 30	2,951 34	6.465 79	18,728 60	....	978 93	1,729 03	28
8,293 57	867 01	593 34	2,715 43	....	....	643 94	29
1,260 66	99 08	454 77	811 20	....	29 53	166 62	30
3,086 70	605 80	259 31	959 94	....	....	416 33	31
1,414 10	49 80	....	25 94	....	....	88 35	32
366 43	24 68	....	274 37	....	....	13 33	33
390 00	10 00	....	120 00	....	....	50 00	34
28 19	58 88	....	230 52	....	....	4 50	35
1,116 69	58 25	516 59	2,156 49	....	....	95 30	36
1,641 25	728 99	124 50	420 00	....	....	165 00	37
....	71 77	62 78	....	....	....	....	38
1,232 85	61 84	....	616 00	....	....	76 92	39
2,302 76	143 15	514 78	764 79	....	....	193 15	40
1,414 02	771 45	881 67	522 08	190 12	....	240 59	41
51 75	....	....	....	....	....	252 28	42
1,731 65	97 41	1,458 07	460 72	....	....	....	43
766 61	39 98	1,145 24	1,110 11	....	....	72 52	44
18,604 02	6 80	3,788 44	3,776 56	....	....	....	45
832 03	51 76	294 48	207 03	....	....	111 47	46
2,046 94	124 91	200 19	517 52	....	....	278 84	47
1,750 25	....	....	294 51	1,369 90	....	411 35	48
....	284 47	....	....	....	....	198 29	49
726 71	111 60	....	....	....	....	101 57	50
889 27	56 05	1,364 11	404 42	....	....	83 25	51
1,140 00	....	....	101 24	....	....	274 78	52

TABLE 8.—SUMMARY of Operating Expenses for

Number.	133	134	135	136	138	139
		TRANSPORTATION EXPENSES—*Continued.*				
	Name of Railway.	Operating Joint Tracks. — Dr.	Operating Joint Tracks. — Cr.	Total Movement Expenses.	Total Transportation Expenses.	Salaries and Expenses of General Officers.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
53	New Brunswick and P. E. Island	....	....	10,227 62	10,327 62	1,038 83
54	New Brunswick Southern. ..	....	....	27,314 14	27,365 02	2,320 56
55	New Westminster Southern.....	....	....	8.873 69	9,242 02	189 49
56	North Shore Railway Co.. ...	....	....	1,920 27	2,220 27	....
57	Nova Scotia Steel and Coal Co..	....	....	5,765 78	5,765 78	....
58	Orford Mountain.......	....	....	14,623 68	14,623 68	2,000 00
59	Ottawa and New York.........	1,250 86	....	71,414 07	74,381 38	1.536 70
60	Père Marquette...............	23,827 39	101 57	772,969 91	794,046 85	6,131 88
61	Phillipsburg Ry. and Quarry Co.	....	....	....	....	2,500 00
62	Princeton Branch of Washington Co.	....	....	5,501 61	5,759 00	16 92
63	Quebec Central.......	....	....	359,034 48	369,992 19	15,771 95
64	Quebec and Lake St. John......	....	....	251,972 36	264,996 91	6,683 50
65	Quebec Ry., Light & Power Co..	....	....	24,587 57	25,596 96	1,117 32
66	Quebec, Montreal and Southern	....	2,424 20	115,040 04	117,697 51	4,842 00
67	Red Mountain	....	....	21,358 17	21,902 10	194 53
68	Rutland and Noyan	....	....	5,376 27	5,566 61	179 74
69	Salisbury and Albert..........	....	....	14,134 42	14,134 42	1,514 20
70	Schomberg and Aurora....	....	....	3,484 84	3,484 84	....
71	Stanstead, Shefford & Chambly.	127 79	....	42,130 43	43,046 00	387 56
72	St. Clair Tunnel................	....	....	48,097 14	54,565 30	....
73	St. Lawrence and Adirondack..	36,324 99	....	178,545 63	179,372 41	1,116 82
74	St. Martins.......	....	....	7,019 21	7,019 21	360 06
75	Sydney and Louisburg..........	....	....	124,725 29	131,230 29	....
76	Spokane and British Columbia..	....	....	1,114 54	1,172 10	256 29
77	Temiscouata......	....	....	65,659 82	71,928 79	5,839 55
78	Temiskaming & Northern Ontario	....	....	565,655 91	580,596 00	16,727 56
79	Thousand Islands	....	....	18,228 07	18,831 67	2,798 25
80	Toronto, Hamilton and Buffalo..	532 90	298 50	320,252 94	340,049 01	10,126 63
81	Vancouver, Victoria and Eastern	....	....	292,057 22	302,462 08	2,532 83
82	Victoria Terminal Ry. and Ferry Co..........	....	....	1,052 33	1,080 89	....
83	Victoria and Sidney, B.C.	....	....	14,043 47	14,426 87	....
84	Wabash in Canada	98,070 14	141 43	922,087 48	938,059 85	9,995 42
85	Wellington Colliery Co.........	....	....	17,347 71	17,347 71	....
86	York and Carleton.............	....	....	2,195 00	2,195 00	....
	Final total......... ...	256,064 51	167,602 48	56,803,322 81	58,928,170 74	754,158 00

the Year ending June 30, 1910—*Continued.*

140	141	142	143	144	145	146	
GENERAL EXPENSES.							
Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
250 00	50 00	....	....	....	....	15 00	53
882 83	322 12	75 50	970 32	....	302 40	32 59	54
280 08	11 94	498 32	180 53	....	....	35 05	55
....	64 96	....	....	....	....	....	56
....	....	....	....	....	....	....	57
....	161 64	342 15	....	....	....	28 78	58
2,165 64	362 32	1,580 41	785 89	....	1 13	263 34	59
26,598 09	1,523 96	5,464 50	6,688 39	....	....	2,050 41	60
600 00	10 00	....	....	....	....	....	61
184 15	....	99 41	25 74	....	....	9 55	62
7,915 30	1,893 74	342 20	7,200 00	....	5,786 56	1,207 96	63
8,400 43	2,190 72	1,850 71	4,313 65	....	....	699 95	64
1,629 91	331 30	119 96	1,178 71	....	....	121 59	65
6,731 09	1,296 85	47 14	1,948 00	....	....	607 42	66
335 28	21 85	1,120 71	220 48	....	....	31 61	67
158 82	23 69	62 56	....	....	....	25 38	68
....	1 00	....	54 50	....	....	48 60	69
....	....	90 24	108 00	....	....	22 14	70
824 25	50 72	263 88	207 03	....	....	111 80	71
....	61 21	....	3,135 90	....	....	....	72
3,625 97	593 65	941 89	309 85	....	13 10	422 08	73
300 00	....	....	78 25	....	....	132 30	74
3,856 44	....	....	....	....	....	....	75
23 38	110 54	....	237 90	....	....	1 25	76
636 65	909 82	268 35	1,699 41	....	....	389 53	77
20,584 38	5,319 71	5,024 20	19,160 76	....	....	2,317 97	78
301 85	39 19	157 10	232 08	....	....	....	79
8,207 11	841 35	2,735 77	1,940 00	....	....	549 03	80
4,796 76	298 76	3,638 80	5,649 12	....	....	441 82	81
147 72	19 32	185 20	....	....	....	47 69	82
1,540 53	174 63	469 65	....	....	....	646 89	83
33,117 01	6,046 91	14,067 14	8,758 80	....	....	2,916 31	84
....	....	....	....	....	....	....	85
....	....	....	35 00	....	....	15 00	86
1,197,850 70	193,026 52	511,659 98	654,633 93	28,558 43	181,255 41	177,661 48	

TABLE 8.—SUMMARY of Operating Expenses

Number.	147	148	149	150	151
	Name of Railway.	GENERAL EXPENSES—*Continued.*			
		Other Expenses.	Total of Foregoing Accounts.	General Administration, Joint Tracks Yards and Terminals. Dr.	General Administration, Joint Tracks, Yards and Terminals. Cr.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	3,576 36	22,517 09	...	...
2	Algoma Central and Hudson Bay	1,178 03	18,037 39	...	...
3	Atlantic and Lake Superior	1,949 20	7,392 52	...	...
4.	Atlantic, Quebec and Western	1,590 04	4,608 25	...	...
5	Bay of Quinté	114 10	11,357 88	...	...
6	Bedlington and Nelson	17 69	546 72	...	...
7	Bessemer and Barry's Bay	99 71	264 71	...	...
8	Brandon, Saskatchewan and Hudson Bay	118 58	3,732 86	...	...
9	British Yukon	31 88	11,483 74	...	...
10	Brockville, Westport and Northwestern	277 50	6,645 43	...	...
11	Canada Southern	876 17	137,178 56	320 60	...
12	Canadian Government Railways—Intercolonial	5,057 37	206,718 24	...	...
13	" " " P. E. Island	228 17	15,415 85	...	...
14	Canadian Northern	27,747 38	362,671 75	...	...
15	" " Ontario	270 09	27,101 62	...	...
16	" " Quebec	2,908 13	37,501 96	...	...
17	Canadian Pacific	200,137 39	1,684,269 65	...	...
18	Cape Breton	103 97	2,402 28	...	...
19	Caraquet	304 00	4,463 70	...	...
20	Carillon and Grenville	10 21	42 21	...	...
21	Central Ontario	...	7,911 44	...	...
22	Crowsnest Southern	193 82	6,943 81	...	...
23	Cumberland Railway and Coal Co	...	...	...	...
24	Dominion Atlantic	8,225 83	47,421 73	...	...
25	Elgin and Havelock	31 20	802 92	...	...
26	Eastern British Columbia	...	1,017 01	...	...
27	Grand Trunk	24,408 80	784,818 26	2,080 61	15,064 56
28	" " —Canada Atlantic	575 79	58,663 60	...	10 60
29	Halifax and Southwestern	186 98	19,130 16	...	...
30.	Hereford	108 13	3,608 62	...	...
31	Inverness Railway and Coal Co	216 25	7,303 24	...	...
32	Irondale, Bancroft and Ottawa	5 10	3,623 29	...	...
33	Kaslo and Slocan	10 03	698 50	...	...
34	Kent Northern	20 00	1,790 00	...	...
35	Kettle River Valley	100 32	676 14	...	...
36	Kingston and Pembroke	1,809 76	9,545 22	...	...
37	Klondike Mines	787 98	10,767 72	...	...
38	Liverpool and Milton	161 09	595 64	...	...
39	Lotbinière and Megantic	3,907 01	9,773 02	...	...
40	London and Port Stanley	226 26	4,710 49	...	105 74
41	Manitoulin and North Shore	1,609 39	7,326 05	...	...
42	Maritime Coal, Railway and Power Co	57 48	2,741 51	...	...
43	Massawippi Valley	...	4,346 96	...	...
44	Midland Railway Co. of Manitoba (now Manitoba Great Northern)	65 42	3,524 10	96 87	...
45	Montreal and Atlantic	304 00	26,479 82	...	...
46	Montreal and Province Line	25 21	1,903 34	...	...
47	Montreal and Vermont Junction	63 14	4,313 26	...	...
48	Morrissey, Fernie and Michel	484 09	6,378 23	11,846 28	...
49	Moncton and Buctouche	...	2,282 68	...	...
50	Napierville Junction	208 84	1,655 98	...	...
51	Nelson and Fort Sheppard	107 14	3,478 48	...	...
52	New Brunswick Coal and Coke Co.	5,756 93	9,610 36	...	...
53	New Brunswick and Prince Edward Island	...	1.353 83	...	...
54	New Brunswick Southern	...	4,906 32	...	...

for the Year ending June 30, 1910—*Continued.*

153	154	155	156	157	158	160	
	RECAPITULATION OF EXPENSES.						
Total General Expenses.	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
22,517 09	74,957 19	37,508 65	....	105,470 28	22,517 09	240,453 21	1
18,037 39	77,420 98	41,712 18	2,143 45	148 683 73	18,037 39	287,997 73	2
7,392 52	27,922 46	16,653 10	....	33,200 44	7,392 52	85,168 52	3
4,608 25	5,906 34	2,634 84	.. ..	13,294 51	4,608 25	26,443 94	4
11,357 88	24,138 69	20,293 17	3,379 92	73,518 79	11,357 88	132,688 45	5
546 72	4,464 46	316 40	....	648 17	546 72	5,975 75	6
264 71	2,092 88	432 07	....	4,204 69	264 71	6,994 35	7
3,732 86	33,189 79	8,614 60	2,885 78	46,652 41	3,732 86	95,075 44	8
11,483 74	40,543 40	14,048 80	6,491 86	44,097 57	11,483 74	116,665 37	9
6,645 43	10,533 55	2,855 47	291 92	17,585 12	6,645 43	37,911 49	10
137,499 16	1,045,650 76	1,007,292 62	238,655 45	2,684,089 85	137,499 16	5,113,187 84	11
206,718 24	1,755,106 06	1,867,711 90	182,807 86	4,802,924 06	206,718 24	8,815,268 12	12
15,415 85	121,811 38	79,120 03	1,168 05	211,698 56	15,415 85	429,213 87	13
362,671 75	2,047,830 97	1,761,641 69	153,512 02	4,868,853 36	362,671 75	9,194,509 79	14
27,101 62	101,880 82	73,568 20	12,555 90	262,117 72	27,101 62	477,224 26	15
37,501 96	233,408 28	110,697 11	15,253 28	490,428 89	37,501 96	887,289 52	16
1,684,269 65	13,653,938 04	12,567,493 86	2,436,651 26	27,425,187 61	1,684,269 65	57,767,540 42	17
2,402 28	5,522 02	1,096 54	425 00	7,372 52	2,402 28	16,818 36	18
4,463 70	19,136 90	7,422 78	839 36	21,377 50	4,463 70	53,240 24	19
42 21	1,857 00	1,033 00	....	1,769 00	42 21	4,701 21	20
7,911 44	54,889 68	16,854 57	2,085 48	87,113 48	7,911 44	168,854 65	21
6,943 81	89,308 40	23,276 95	4,722 30	72,278 55	6,943 81	196,530 01	22
....	12,793 74	3,365 30	....	27,224 49	....	43,383 53	23
47,421 73	113,007 33	61,529 12	32,629 08	259,366 66	47,421 73	513,953 92	24
802 92	5,765 87	371 96	....	4,820 26	802 92	11,761 01	25
1,017 01	10,319 71	5,407 00	... .	12,276 28	1,017 01	29,020 00	26
771,834 31	4,292,685 11	5,985,397 13	908,717 26	10,576,862 25	771,834 31	22,535,496 06	27
58,653 00	382,558 76	253,289 80	66,098 08	906,833 82	58,653 00	1,667,433 46	28
19,130 16	87,100 39	47,913 66	9,828 86	181,344 31	19,130 16	345,317 38	29
3,608 62	34,102 22	16,127 27	1,295 00	41,771 17	3,608 62	96,904 28	30
7,303 24	30,278 80	22,845 04	268 06	43,935 06	7.303 24	104,630 20	31
3,623 29	12,269 42	3,255 11	101 67	11,152 91	3,623 29	30,402 40	32
698 50	16,248 39	5,072 33	....	12,938 96	698 50	34,958 18	33
1,790 00	3,625 00	250 00	100 00	5,525 00	1,790 00	11,290 00	34
676 14	2,499 22	901 56	110 86	1,719 87	676 14	5,907 65	35
9,545 22	55,084 89	24,084 55	1,555 46	69,698 28	9.545 22	159,968 40	36
10,767 72	17,217 72	4,564 74	470 00	20.046 53	10,767 72	53,066 71	37
595 64	1,360 60	875 75	....	4,413 73	595 64	7,245 72	38
9,773 02	7.793 10	4,540 64	....	10,386 24	9,773 02	32,493 00	39
4,604 75	18,827 59	17,139 32	5,533 69	79,818 89	4,604 75	125,924 24	40
7,326 05	11,214 08	8,564 59	268 16	21,399 98	7,326 05	48,772 86	41
2,741 51	7,930 38	6,131 46	....	27,018 94	2,741 51	43,822 29	42
4,346 96	31,510 05	20,468 20	1,453 29	90,703 07	4,346 96	148,481 57	43
3,620 97	37,216 06	8,612 36	1,969 15	33,686 54	3,620 97	85,105 08	44
26,479 82	261,453 12	132,954 90	9,321 54	889,997 73	26,479 82	820,207 11	45
1,903 34	28,612 40	1,002 41	1,492 09	31,304 02	1,903 34	64,314 26	46
4,313 26	12,211 28	889 54	6,115 41	37,119 32	4,313 26	60,648 81	47
18,224 51	10,825 52	14,381 98	....	35,413 29	18,224 51	78,845 30	48
2,282 76	10.203 25	1,813 52	....	8,519 17	2,282 76	22,818 70	49
1,655 98	5,340 24	6,697 91	418 69	20,708 56	1,655 98	34,821 38	50
3,478 48	69,716 64	7,698 03	2,342 12	36,967 94	3,478 48	120,203 21	51
9,610 36	20,166 57	15,919 75	....	32,144 32	9,610 36	77,841 00	52
1,353 83	9,548 80	4,890 33	....	10,327 62	1,353 83	26,120 58	53
4,906 32	33,975 89	10,278 41	212 96	27,365 02	4,906 32	76,738 60	54

TABEL 8.—Summary of Operating Expenses

	147	148	149	150	151
		GENERAL EXPENSES—*Continued.*			
Number.	Name of Railway.	Other Expenses.	Total of Foregoing Accounts.	General Administration Joint Tracks, Yards, and Terminals. DR.	General Administration Joint Tracks, Yards, and Terminals. CR.
		$ cts.	$ cts.	$ cts.	$ cts.
55	New Westminster Southern	26 81	1,222 22		
56	North Shore Railway Co		64 96		
57	Nova Scotia Steel and Coal Co				
58	Orford Mountain		2,532 57		
59	Ottawa and New York	95 06	6,790 49	7 74	
60	Père Marquette	2,427 95	50,885 18		
61	Phillipsburg Railway and Quarry Co		3,110 00		
62	Princeton Branch of Washington Co	31 67	367 44		
63	Quebec Central	28,796 55	68,914 26		
64	Quebec and Lake St. John	8,316 30	32,455 26		
65	Quebec Railway Light and Power Co	5,562 25	10,061 04		
66	Quebec, Montreal and Southern	288 26	15,760 76		
67	Red Mountain	45 17	1,969 63		
68	Rutland and Noyan	9 12	459 31		
69	Salisbury and Albert	52 17	1,670 47		
70	Schomberg and Aurora	127 89	348 27		
71	Stanstead, Shefford and Chambly	30 07	1,875 31		
72	St. Clair Tunnel		3,197 11		
73	St. Lawrence and Adirondack	72 50	7,095 86		
74	St. Martins	212 85	1,083 40		
75	Sydney and Louisburg	12,214 15	16,070 59		
76	Spokane and British Columbia	9 91	639 27		
77	Temiscouata	4,375 02	14,118 33	540 00	
78	Temiskaming and Northern Ontario	500 16	69,634 74		
79	Thousand Islands	21 27	3,549 65		
80	Toronto, Hamilton and Buffalo	154 64	24,554 53		
81	Vancouver, Victoria and Eastern	504 90	17,862 99		
82	Victoria, Terminal Railway and Ferry Co	1 00	400 93		
83	Victoria and Sidney, B.C.	1 00	2,832 70		
84	Wabash in Canada	628 34	75,529 93	14,019 80	104 42
85	Wellington Colliery Co				
86	York and Carleton		50 00		
		360,756 97	4,059,561 42	28,911 90	15,285 32

for the Year ending June 30, 1910—*Continued.*

153	154	155	156	157	158	160	
	Recapitulation of Expenses.						
Total General Expenses.	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,222 22	12,438 92	2,925 46	503 83	9,242 02	1,222 22	26,332 45	55
64 96	949 65	120 60	....	2,220 27	64 96	3,355 48	56
....	3,692 85	1,037 86	....	5,765 78	....	10,496 49	57
2,532 57	13,415 66	3,068 29	228 46	14,623 68	2,532 57	33,868 66	58
6,798 23	45,867 98	17,151 45	6,456 54	74,381 38	6,798 23	150,655 58	59
50,885 18	273,589 68	322,842 63	59,219 83	794,046 85	50,885 18	1,500,584 17	60
3,110 00	....	....	....	....	3,110 00	3,110 00	61
367 44	2,808 04	1,659 87	172 84	5,759 00	367 44	10,767 19	62
68,914 26	162,970 06	133,524 62	24,154 62	369,992 19	68,914 26	759,555 75	63
32,455 26	118,416 04	118,536 35	12,512 53	264,996 91	32,455 26	546.917 09	64
10,061 04	6,092 44	5,147 61	1,401 38	25,596 96	10,061 04	48,299 43	65
15,760 76	65,217 95	52,138 12	4,489 97	117,697 51	15,760 76	255,304 31	66
1,969 63	16,612 15	1,747 95	498 28	21,902 10	1,969 63	42,730 11	67
459 31	1,358 78	1,652 76	381 12	5,566 61	459 31	9,418 58	68
1,670 47	13,510 21	5,173 00	55 99	14,134 42	1.670 47	34,544 09	69
348 27	8,377 27	753 95	....	3,484 84	348 27	12.964 33	70
1,875 31	22,368 04	2,575 18	2,101 95	43,046 00	1,875 31	71,966 48	71
3,197 11	42,051 04	13,386 34	....	54,565 30	3,197 11	113,199 79	72
7,095 86	68,516 48	34,051 94	4,949 97	179,372 41	7,095 86	293,986 66	73
1,083 40	6,150 32	1,025 07	395 06	7,019 21	1,083 40	15,673 06	74
16,070 59	58,885 74	87,437 84	181 90	131,230 29	16,070 59	293,806 36	75
639 27	2,508 26	776 09	66 67	1,172 10	639 27	5,162 39	76
14,658 33	51,936 41	26,994 76	3,358 73	71,928 79	14,658 33	168,877 02	77
69,634 74	337,001 74	140,746 23	14,231 45	580,596 00	69,634 74	1,142,210 16	78
3,549 65	5.270 91	2,904 09	354 44	18,831 67	3,549 65	30,910 76	79
24,554 53	122,993 04	86,485 47	14,490 44	340,049 01	24,554 53	588,572 49	80
17,862 99	265,739 38	66,276 93	12,744 54	302,462 08	17,862 99	665,085 92	81
400 93	539 53	135 45	69 62	1,080 89	400 93	2,226 42	82
2,832 70	7,236 59	1,840 68	930 38	14,426 87	2,832 70	27,267 22	83
89,445 31	202,768 10	474,249 97	88,056 06	938,059 85	89,445 31	1,792,579 29	84
....	9,893 01	36,257 54	....	17,347 71	....	63,498 26	85
50 00	1,455 00	165 00	....	2,195 00	50 00	3,865 00	86
4,073,188 00	27,035,603 46	26,002,301 30	4,366,176 92	58,928,170 74	4,073,188 00	120,405,440 42	

TABLE 9.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1910.

	1	2	3	4	5	6	7	B
Number.	Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.	Total other Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	87,619	3,641,180	44,750	44,880	99,050 12	111,202 78	21,292 86
2	Algoma Central and Hudson Bay	16,206	545,549	1.453	36,245	20,597 03	20,605 18	140,927 99
3	Atlantic and Lake Superior	25,836	1,363,498	....	93,900	28,868 30	33,626 78	4,488 15
4	Atlantic, Quebec and Western	12,546	187,154	....	17,044	5,621 88	5,663 28	20 97
5	Bay of Quinte	93,071	1,483,422	....	158,428	31,246 98	40,088 31	5,854 12
6	Bedlington and Nelson	438	3,033	....	1,421	106 88	160 81	....
7	Bessemer and Barry's Bay	....	....	....	3,000	....	....	....
8	Brandon, Saskatchewan and Hudson Bay	35,850	1,125,777	43,970	....	29,558 04	33,338 18	136 25
9	British Yukon	11,015	987,998	1,556	55,620	71,619 56	78,283 49	4,203 38
10	Brockville, Westport and Northwestern	61,721	1,851,630	28,990	27,880	27,169 78	32,199 80	10 00
11	Canada Southern	1,164,119	95,298,437	1,674,207	132,817	2,114,844 54	2,634,309 09	32,081 44
12	Canadian Government—Intercolonial	3,176,154	156,861,219	2,596,804	379,227	2,653,156 87	3,234,156 83	99,996 98
13	" " P.E. Island	352,528	7,932,277	132,386	186,114	139,905 17	168,175 49	929 78
14	Canadian Northern	1,268,296	106,217,424	1,912,582	528,288	2,320,520 52	2,631,993 57	1,095,861 13
15	Canadian Northern, Ontario	136,275	6,280,602	198,071	133,051	138,160 86	151,944 29	17,832 59
16	Canadian Northern, Quebec	441,498	13,868,889	267,063	170,682	257,499 68	283,002 62	10,195 12
17	Canadian Pacific	11,050,924	1,341,255,609	16,119,543	1,672,993	24,428,281 82	27,557,231 29	1,516,009 45
18	Cape Breton	7,332	166,660	....	19,468	4,741 55	5,000 36	21 81
19	Caraquet	15,632	576,216	....	43,241	15,417 21	18,309 84	....
20	Carillon and Grenville	3,560	43,480	....	2,418	1,287 98	1,287 98	791 50
21	Central Ontario	147,588	3,431,460	104,440	45,072	75,905 72	89,382 87	7,652 77
22	Crowsnest Southern	22,528	558,711	46,104	....	21,080 00	23,774 09	1,368 91
23	Cumberland Railway and Coal Co.	28,102	457,019	....	36,132	12,629 71	16,207 12	....
24	Dominion Atlantic	370,843	16,317,092	305,061	184,545	347,340 63	397,509 58	2,678 34
25	Elgin and Havelock	10,903	141,739	....	18,720	3,135 69	3,908 04	3,119 74
26	Eastern British Columbia	6,131	71,128	....	7,584	3,842 10	4.072 60	61 17
27	Grand Trunk	10,475,609	511,285,206	7,679,627	522,467	9,034,100 92	10,772,106 84	326,221 28
28	Grand Trunk, Canada Atlantic	544.323	17,901,491	602,554	136,610	399,293 41	460,425 32	42,729 99
29	Halifax and Southwestern	177,644	7,227,160	83,821	227,537	180,081 09	209,403 89	2,118 77
30	Hereford	26,730	655,158	33,529	21,412	14,676 69	18,205 62	1,540 79
31	Inverness Railway and Coal Co.	34,597	817,082	....	42.660	21,096 42	22,487 59	1,306 56
32	Irondale, Bancroft and Ottawa	11,392	208,931	....	31,814	5,977 57	7,310 08	231 30

33	Kaslo and Slocan	2,519	40,503	....	7,033	2,630 18	3,026 44	....
34	Kent Northern	9,500	256,500	....	16,902	7,136 02	8,303 06	....
35	Kettle River Valley	1,029	10,447	....	2,136	415 75	415 75	....
36	Kingston and Pembroke	79,405	1,905,720	30,382	97,884	48,364 08	59,325 03	4,342 61
37	Klondike Mines	3,241	72,277	....	9,886	10,697 00	11,553 50	672 61
38	Liverpool and Milton	9,240	36,960	....	9,450	462 00	462 00	....
39	London and Port Stanley	169,706	2,995,973	64,851	15,500	33,528 16	39,524 76	708 96
40	Lotbinière and Megantic	11,737	175,326	....	18.780	4,656 85	6,159 25	373 15
41	Manitoulin and North Shore	9,756	77,049	254	13,613	3,063 70	3,063 90	1,516 59
42	Maritime Coal, Railway and Power Co.	22,730	208,357	....	21,180	6,919 10	7,834 46	17 75
43	Massawippi Valley	157,073	2,879,969	80,984	5,768	64,028 06	68,443 50	852 35
44	Manitoba Great Northern	10,735	318,298	5,480	27,539	7,355 66	8,439 87	54 32
45	Moncton and Buctouche	21,025	427,028	....	21,390	8,819 36	9,772 09	....
46	Montreal and Atlantic	296,252	7,436,203	136,814	163,166	176,465 72	202,626 18	17,653 73
47	Montreal and Province Line	169,175	2,382,795	54,395	16,786	48,312 53	54,740 75	1,632 68
48	Montreal and Vermont Junction	144,433	2,706,863	63,166	....	55,805 03	64,349 06	91 75
49	Morrissey Fernie and Michel	105,310	642,391	....	35,424	10,681 65	10,681 65	....
50	Napierville Junction Railway	11,486	157,498	....	16,902	4.277 03	5,062 65	84 38
51	Nelson and Fort Sheppard	21,165	682,133	37,157	....	24,356 86	29,540 31	2,887 61
52	New Brunswick Coal and Railway Co.	22.938	516,336	....	70,326	13,681 98	15,425 52	8,543 59
53	New Brunswick and Prince Edward Island	18,241	364,820	1,240	24,610	8,580 09	9,738 58	103 39
54	New Brunswick Southern	19,261	746,171	....	52,105	17,665 61	23,187 72	229 16
55	New Westminster Southern	23,034	323,590	32	10,680	11,631 04	14,547 96	135 96
56	North Shore	782	6,256	....	4,800	199 55	199 55	....
57	Nova Scotia Steel and Coal Co.	7,347	51,429	....	17,528	1,581 30	1,893 30	....
58	Orford Mountain	11,470	189,255	....	34,027	5,037 50	5,739 93	89 00
59	Ottawa and New York	114,468	2,933,630	76,549	....	64,745 11	72,873 21	2,815 23
60	Père Marquette (in Canada)	303,486	6,161,438	276,457	4,890	125,269 30	155,437 25	7,025 21
61	Phillipsburg Railway and Quarry Co.	....	....	....	....	....	....	....
62	Princeton Branch of Washington Co. Railway	72,464	369,566	3.734	6,316	6,767 65	7,429 29	....
63	Quebec Central	364,012	15,901,287	213,279	238,609	331,172 83	367,967 19	6,842 11
64	Quebec and Lake St. John	325,329	11,052,901	189,088	41,107	205,599 49	237,473 69	8,237 39
65	Quebec Railway, Light and Power Co	112,820	1,253,091	11,327	6	14,041 87	14,041 87	4,717 96
66	Quebec, Montreal and Southern	280,854	4,450,839	66,875	143,980	107,150 42	120,012 63	335 52
67	Red Mountain	9,710	84,929	38	6,552	2,970 84	3,867 60	564 42
68	Rutland and Noyan	121,269	411,102	2,118	4,614	9,184 02	9,421 38	....
69	Salisbury and Harvey	14,646	336,653	....	38.276	8,970 45	11,790 22	1,214 85
70	Schomberg and Aurora	16,902	152,118	....	21,843	4,659 51	4,659 51	....
71	Stanstead, Shefford and Chambly	182,912	1,216,076	44,577	17,811	28,521 84	36,739 07	298 31
72	St. Clair Tunnel	....	....	....	....	....	....	....
73	St. Lawrence and Adirondack	450,803	11,021,528	182,052	....	182,652 84	194,697 64	381 27
74	St. Martins	11,342	204,155	....	18,020	5,121 91	6,139 16	230 21
75	Sydney and Louisburg Dom. Coal Co.	41,770	660,490	36,695	....	16,651 80	19,531 94	2,436 07
76	Spokane and British Columbia	748	2,767	....	1,144	97 62	99 10	18 00
77	Temiscouata	88,087	2,755,791	75,248	70,670	67,954 02	76,646 39	3,708 53
78	Temiskaming and Northern Ontario	771,220	25,609,325	355,446	....	636,613 61	693,657 98	76,700 35
79	Thousand Islands	30,643	183,858	....	33,312	8,388 46	11,913 83	2,386 97
80	Toronto, Hamilton and Buffalo	480,909	13,970,010	282,623	....	271,645 55	290,014 80	8,553 00
81	Vancouver, Victoria and Eastern	213,554	6,023,850	134,282	69,755	179,809 37	196,433 96	5,261 09
82	Victoria and Sidney, B.C.	67,498	880,576	6,822	15,834	20,370 06	20,793 21	307 47

TABLE 9.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1910—*Continued.*

	1	2	3	4	5	6	7	B
Number.	Name of Railway.	Passengers Carrried.	Passengers Carried one mile	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.	Total other Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
83	Victoria Terminal and Ferry Co.	56,609	64,534	479	1,010	2,002 74	2,034 32	22 88
84	Wabash Railway Co. (in Canada)	574,785	36,562,834	713,586	......	630,216 04	667,447 54	5,589 72
85	Wellington Colliery Co.	5,185	55,738	......	4,501	2,976 65	3,215 65	......
86	York and Carleton	6,950	38,200	......	8,502	2,159 00	2,419 70	......
	Total	35,894,575	2,466,729,664	35,022,541	6,441,440	46,018,879 56	52,956,218 51	3,502,394 59

TABLE 9.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1910—*Continued.*

	8	9	10	11	12	13	14	15	16	17	18
Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Mileage Operated on June 30
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.	Miles.
1	Alberta Ry. and Irrigation Co.	178,090	8,727,325	44,880	39,486	244,531 64	244,956 64	129,116	377,452 28	240,453 21	......
2	AlgomaCentral and Hudson Bay	277,946	6,341,160	36,245	15,726	114,720 54	234,546 58	53,424	396,079 75	287,997 73	......
3	Atlantic and Lake Superior	31,169	1,122,084	93,900	......	47,806 07	47,806 07	93,900	85,921 00	85,168 52	......
4	Atlantic, Quebec and Western	14,974	277,252	17,044	......	10,887 12	10,887 12	17,044	16,571 37	26,443 94	......
5	Bay of Quinte	159,097	5,807,569	158,428	5,735	121,792 89	121,792 89	164,163	167,735 32	132,688 45	89.37
6	Bedlington and Nelson	6,600	19,741	1,421	31	1,050 07	1,050 07	1,452	1,210 88	5,975 75	......
7	Bessemer and Barry's Bay	24,975	124,875	3,000	......	3,710 59	3,710 59	3,000	3,710 59	6,994 35	......
8	Brandon, Sask., & Hudson Bay	66,623	2,881,863	......	25,006	41,730 74	41,990 75	68,976	75,465 18	95,075 44	......
9	British Yukon	23,744	2,023,641	55,620	1,112	246,507 73	246,507 73	58,288	328,994 60	116,665 37	......
10	Brockville, Westport and Northwestern	22,456	673,680	27,880	370	27,653 85	27,653 85	57,330	59,863 65	37,911 49	......
11	Canada Southern	6,752,247	1,084,838,260	132,817	1,888,435	6,117,596 94	6,167,553 49	3,698,322	8,833,944 02	5,113,187 84	......
	Canadian Government—										
12	Intercolonial	3,984,054	1,106,777,165	379,227	3,805,646	6,120,691 51	6,181,392 12	6,781,677	9,515,554 93	8,815,268 12	......
13	P. E. Island	103,100	3,503,868	186,114	......	146,631 41	148,926 31	328,018	318,031 58	429,213 87	......
14	Canadian Northern	3,809,856	1,356,351,140	528,288	3,370,992	9,955,289 93	10,105,206 93	5,814,446	13,833,061 63	9,194,509 79	......
15	Canadian Northern, Ontario	431,261	38,264,663	133,051	114,923	337,749 33	341,212 84	446,361	510,989 72	477,224 26	......
16	Canadian Northern, Quebec	641,052	49,293,363	170,682	169,181	642,343 81	647,448 89	613,942	940,646 63	887,289 52	......
17	Canadian Pacific	20,551,368	7,569,824,332	1,672,993	20,574,576	58,904,060 20	59,243,881 59	38,397,562	88,317,122 33	57,767,540 42	......
18	Cape Breton	2,869	58,092	19,468	......	2,271 66	2,271 66	19,468	7,293 83	16,818 36	31.00
19	Caraquet	26,218	1,179,810	43,241	......	34,961 40	34,961 40	43,241	53,271 24	53,240 24	......
20	Carillon and Grenville	45	585	2,418	......	64 12	64 12	2,418	2,143 60	4,701 21	13.00
21	Central Ontario	273,143	9,941,384	45,072	49,866	209,761 16	209,761 16	199,378	306,796 80	168,854 65	149.75
22	Crowsnest Southern	224,166	10,906,894	......	63,274	133,269 36	133,340 07	109,378	158,483 07	196,530 01	......
23	Cumberland Ry. and Coal Co.	92,764	1,350,160	36,132	......	32,729 96	32,729 96	36,132	48,937 08	43,383 53	32.00
24	Dominion Atlantic	342,257	17,112,850	184,545	65,166	437,021 66	437,189 16	556,342	837,377 08	513,953 92	......
25	Elgin and Havelock	13,531	189,434	18,720	......	9,805 92	9,805 92	18,720	10,594 22	11,761 01	28.00
26	Eastern British Columbia	112,488	1,306,063	7,584	......	23,821 21	25,526 21	7,584	29,659 98	29,020 00	......
27	Grand Trunk	16,751,343	2,972,874,528	522,467	9,044,555	19,968,630 34	20,244,172 34	17,250,320	31,342,500 46	22,535,496 06	......
28	Grand Trunk, Canada Atlantic	1,534,984	216,811,025	136,610	673,680	1,430,373 09	1,532,650 63	1,412,947	2,035,805 94	1,667,433 46	......
29	Halifax and Southwestern	213,850	10,701,093	227,537	28,414	199,066 39	200,491 19	341,926	412,013 85	345,317 38	
30	Hereford	165,228	4,505,633	21,412	24,125	47,054 16	47,055 66	75,066	66,802 07	96,904 28	......
31	Inverness Ry. and Coal Co.	290,658	16,202,735	42,660	63,047	168,592 10	168,808 73	105,707	192,602 88	104,630 20	......

TABLE 9.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1910—*Concluded.*

Number.	8	9	10	11	12	13	14	15	16	17	19
	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Mileage Operated on June 30
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.	Miles.
32	Irondale, Bancroft and Ottawa	29,107	910,300	31,814	....	20,449 15	20,449 15	32,120	27,990 53	30,402 40	....
33	Kaslo and Slocan....	15,081	278,188	7,033	....	14,964 66	14,964 66	7,033	17,991 40	34,958 18	....
34	Kent Northern....	6,961	187,947	16,902	....	9,043 32	9,043 32	17,010	17,346 38	11,290 00	....
35	Kettle River Valley..........	2,104	30,574	2,136	....	1,839 15	1,839 15	2,136	2,254 90	5,907 65	18.50
36	Kingston and Pembroke.......	106,983	5,242,167	97,884	3,099	112,135 84	130,940 17	131,850	185,922 59	159,968 40	109.80
37	Klondike Mines..........	14,961	150,718	9,886	....	41,806 18	41,806 18	9,886	54,032 29	53,066 71	....
38	Liverpool and Milton.	40,503	202,000	9.450	....	10,179 64	10,179 64	9,450	10,641 64	7,245 72	6.00
39	London and Port Stanley.	486,302	8,238,062	15,500	41,202	75,471 99	83,995 21	121,568	124,228 93	125,924 24	....
40	Lotbinière and Megantic......	55,874	766,952	18,780	....	28,955 59	28,955 59	19,636	35,487 99	32,493 00	....
41	Manitoulin and North Shore..	412,486	3,307,418	13,613	11,852	72,270 50	76,432 10	25,719	81,012 59	48,772 86	....
42	Maritime Coal, Ry. & Power Co	199,300	1,795,151	21,180	7,575	58,017 46	58,017 46	28,755	65,869 67	43,822 29	....
43	Massawippi Valley...........	493,719	14,413,793	5,768	90,868	127,296 13	128.667 77	177,620	197,963 62	148,481 57	....
44	Manitoba Great Northern.....	102,436	6,050,936	27,539	5,434	61,703 38	61,778 28	38,489	70,272 47	85,105 08	....
45	Moncton and Buctouche.......	29,255	618,188	21,390	....	18,430 43	18,430 43	21,390	28,202 52	22,818 70	....
46	Montreal and Atlantic........	1,110,564	59,614,174	163,166	243,893	707,255 48	712,832 21	544,004	933,112 12	820,207 11	....
47	Montreal and Province Line...	73,805	1,908,402	16,786	25,645	48,510 67	48,667 78	96,890	105,041 21	64,314 26	....
48	Montreal and Vermont Jct....	94,915	1,842,505	....	36,188	39,750 51	39,835 96	99,354	104,276 77	60,648 81	....
49	Morrissey, Fernie and Michel.	573,149	3,438,894	35,424	....	93,744 35	99,841 15	35,424	110,522 80	78,845 30	16.85
50	Napierville Junction Railway..	228,879	6,485,250	16,902	3,797	57,234 88	57,234 88	20,699	62,381 91	34,821 38	....
51	Nelson and Fort Sheppard.....	38,494	1,503,993	....	18,444	41,667 13	42,055 48	55,721	74,483 40	120,203 21	....
52	New Brunswick Coal and Ry. Co	67,637	3,069,077	70,326	....	41,573 99	41,573 99	70,326	65,543 10	77,841 00	....
53	New Brunswick and P. E. Island	36,300	538,588	24,610	27,530	21,046 63	21,046 63	53,380	30,888 60	26,120 58	....
54	New Brunswick Southern.....	20,562	1,256,443	52,105	6,577	20,937 80	20,939 80	58,682	44,356 68	76,738 60	....
55	New Westminster Southern ..	40,644	424,890	10,680	32	24,668 70	24,922 00	10,744	39,605 92	26,332 45	....
56	North Shore	8,173	65,360	4,800	....	3,269 21	3,269 21	4,800	3,468 76	3,355 48	....
57	Nova Scotia Steel and Coal Co.	7,109	59.010	17,528	....	3,058 58	3,058 58	17,528	4,951 88	10,496 49	....
58	Orford Mountain............ .	27,006	432,096	34,027	....	16,755 17	16,780 37	34,043	22,609 30	33,868 66	....
59	Ottawa and New York........	141,486	5,506,691	....	37,278	76,345 58	76,462 25	113,877	152,150 69	150,655 58	....
60	Père Marquette—in Canada...	2,162,247	433,963,951	4,890	1,008,897	2,269,438 13	2,295,157 55	1,290,387	2,457,620 01	1,500,584 17	....
61	Phillipsburg Ry. & Quarry Co..	13,281	79,686	....	5,988	5,492 97	5,492 97	5,988	5,492 97	3,110 00	....
62	Princeton Branch of Washington County Ry.............	160,474	818,417	6,316	562	15,038 00	15,038 00	10,632	22,467 29	10,767 19	5 10
63	Quebec Central.....	688,151	48,562,639	238,609	62,400	729,873 54	729,873 54	617,609	1,104,682 84	759,555 75	....

64	Quebec and Lake St. John	260,134	22,615,614	41,107	158,053	333,912 55	335,350 17	391,104	581,061 25	546,917 09	
65	Quebec Ry., Light and Power Co.	111,317	1,147,060	6	20,096	43,058 22	44,028 02	31,429	62,787 85	48,299 43	
66	Quebec, Montreal and Southern	273,046	12,230,497	143,980	7,082	156,460 99	158,123 33	217,937	278,471 48	255,304 31	
67	Red Mountain	19,722	153,254	6,552	6,489	8,304 76	11,014 76	13,079	15,446 78	42,730 11	
68	Rutland and Noyan	170,944	579,500	4,614		4,166 61	4,166 61	6,732	13,587 99	9,418 58	
69	Salisbury and Harvey	54,600	1,638,000	38,276		22,471 24	22,471 24	38,366	35,476 31	34,544 09	
70	Schomberg and Aurora	8,188	114,632	21,843		5,527 06	5,527 06	21,843	10,186 57	12,964 33	
71	Stanstead, Shefford and Chambly	120,297	1,379,299	17,811	28,158	40,855 76	41,098 26	90,546	78,135 64	71,966 48	
72	St. Clair Tunnel					287,004 50	287,004 50		287,004 50	113,199 79	
73	St. Lawrence and Adirondack	669,564	24,858,622		104,959	319,908 06	320,022 56	287,116	515,101 47	293,986 66	
74	St. Martins	18,715	330,746	18,020		12,469 05	12,469 05	18,020	18,838 42	15,673 06	
75	Sidney and Louisburg (Dom. Coal Co)	2,660,644	41,203,162		160,020	280,562 82	293,133 28	196,715	315,101 29	293,806 36	
76	Spokane and British Columbia	15,235	56,370	1,144		2,678 86	3,157 52	1,144	3,274 62	5,162 39	
77	Temiscouata	138,254	5,903,922	70,670	15,398	150,870 70	151,270 70	161,316	231,625 62	168,877 02	
78	Temiskaming and North'n Ont.	692,387	62,036,261		366,909	957,149 59	966,707 07	752,370	1,737,065 40	1,142,210 16	
79	Thousand Islands	34,513	207,078	33,312		23,060 74	23,060 74	33,312	37,361 54	30,910 76	
80	Toronto, Hamilton and Buffalo	1,643,719	63,868,558		188,850	678,332 61	719,850 10	473,392	1,018,417 90	588,572 49	
81	Vancouver, Victoria and Eastern	1,157,738	32,800,719	69,755	87,071	433,952 26	436,237 47	291,865	637,932 52	665,085 92	
82	Victoria & Sydney, B.C.	35,766	495,843	15,834		25,252 01	25,465 01	22,656	46,565 69	27,267 22	
83	Victoria Terminal and Ferry Co.	34,252	39,047	1,010		2,163 53	2,163 53	1,489	4,220 73	2,226 42	
84	Wabash Railway Co. (in Can.)	1,366,666	324,598,514		907,776	1,717,099 59	1,726,648 01	1,622,206	2,399,685 27	1,792,579 29	
85	Wellington Colliery Co.	378,560	4,069,520	4,504	31,200	70,252 61	70,252 61	35,704	73,498 26	63,498 26	
86	York and Carleton	8,501	46,756	8,502		3,448 30	3,448 30	8,502	5,868 00	3,865 00	
	Final total	74,482,866	15.712,127,701	6,447,440	43,742,668	116,229,894 06	117,497,604 03	85,409,241	173,956,217 13	120,405,440 42	

TABLE 10.—SUMMARY of Train Mileage for the Year ending June 30, 1910.

	1	2	5	6	9	10	11
Number.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Train-Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1	Alberta Railway and Irrigation Co.	44,750	44,880	39,486		129,116	2,777
2	Algoma Central and Hudson Bay	1,453	36,245	15,726		53,424	1,341
3	Atlantic and Lake Superior		93,900			93,900	
4	Atlantic, Quebec and Western		17,044			17,044	125
5	Bay of Quinte		158,428	5,735		164,163	
6	Bedlington and Nelson		1,421	31		1,452	5
7	Bessemer and Barry's Bay		3,000			3,000	
8	Brandon, Saskatchewan and Hudson Bay	43,970		25,006		68,976	518
9	British Yukon	1,556	55,620	1,112		58,288	9,003
10	Brockville, Westport and Northwestern	28,990	27,880	370	90	57,330	180
11	Canada Southern	1,674,207	132,817	1,888,435	2,863	3,698,322	166,835
12	Canadian Government—Intercolonial	2,596,804	379,227	3,805,646		6,781,677	250,750
13	" " P. E. Island	132,386	186,114		9,518	328,018	34,455
14	Canadian Northern	1,912,582	528,288	3,370,992	2,584	5,814,446	510,976
15	Canadian Northern, Ontario	198,071	133,051	114,923	316	446,361	15,772
16	Canadian Northern, Quebec	267,063	170,682	169,181	7,016	613,942	14,139
17	Canadian Pacific	16,119,543	1,672,993	20,571,576	30,450	38,397,552	2,006,290
18	Cape Breton		19,468			19,468	
19	Caraquet		43,241			43,241	
20	Carillon and Grenville		2,418			2,418	
21	Central Ontario	104,440	45,972	49,866		199,378	6,446
22	Crowsnest Southern	46,104		63,274		109,378	10,060
23	Cumberland Railway and Coal Co.		36,132			36,132	
24	Dominion Atlantic	305,061	184,545	65,166	1,570	556,342	8,056
25	Elgin and Havelock		18,720			18,720	
26	Eastern British Columbia		7,584			7,584	
27	Grand Trunk	7,679,627	522,467	9,044,555	3,671	17,250,320	805,386
28	Grand Trunk (Canada Atlantic)	602,554	136,610	673,680	103	1,412,947	73,842
29	Halifax and Southwestern	83,821	227,537	28,414	2,154	341,926	9,510
30	Hereford	33,529	21,412	24,125		79,066	881
31	Inverness Railway and Coal Co		42,660	63,047		105,707	1,514
32	Irondale, Bancroft and Ottawa		31,814		306	32,120	816
33	Kaslo and Slocan		7,033			7,033	
34	Kent Northern		16,902		108	17,010	540
35	Kettle River Valley		2,136			2,136	
36	Kingston and Pembroke	30,382	97,884	3,099	485	131,850	
37	Klondike Mines		9,886			9,886	
38	Liverpool and Milton		9,450			9,450	
39	London and Port Stanley	64,851	15,500	41,202	15	121,568	844

40	Lotbinière and Megantic		18,780		856	19,636	
41	Manitoulin and North Shore	254	13,613	11.852		25,719	1,489
42	Maritime Coal, Railway and Power Co.		21,180	7,575		28,755	
43	Massawippi Valley	80,984	5,768	90,868		177,620	1,340
44	Manitoba Great Northern	5,480	27,539	5,434	36	38,489	152
45	Moncton and Buctouche		21,390			21,390	1,024
46	Montreal and Atlantic	136,814	163,166	243,893	131	544,004	17,727
47	Montreal and Province Line	54,395	16,786	25,645	64	96,890	3,870
48	Montreal and Vermont Junction	63,166		36,188		99,354	384
49	Morrissey, Fernie & Michel		35,424			35,424	
50	Napierville Junction Railway		16,902	3,797		20,699	57
51	Nelson and Fort Sheppard	37,157		18,444	120	55,721	4,755
52	New Brunswick Coal and Railway Co.		70,326			70,326	
53	New Brunswick and Prince Edward Island	1,240	24,610	27,530		53,380	
54	New Brunswick Southern		52,105	65.77		58,682	10,980
55	New Westminster Southern	32	10,680	32		10,741	48
56	North Shore		4,800			4,800	
57	Nova Scotia Steel and Coal Co.		17,528			17,528	
58	Orford Mountain		34,027		16	34,043	5,655
59	Ottawa and New York	76,549		37,278	50	113,877	14,701
60	Père Marquette (in Canada)	276,457	4,890	1,008,897	143	1,290,387	8,472
61	Phillipsburg Railway and Quarry Co.			5,988		5,988	
62	Princeton Branch of Washington County Railway	3,734	6,316	562	20	10,632	106
63	Quebec Central	213,279	238,609	62,400	103,321	617,609	189,737
64	Quebec and Lake St. John	189,088	41,107	158,053	2,856	391,104	14.156
65	Quebec Railway, Light and Power Co.	11.327	6	20,096		31,429	1,665
66	Quebec, Montreal and Southern	66,875	143,980	7,082		217,937	1,894
67	Red Mountain	38	6,552	6,489		13,079	182
68	Rutland and Noyan	2,118	4,614			6,732	
69	Salisbury and Harvey		38,276		90	38,366	
70	Schomberg and Aurora		21.843			21,843	
71	Stanstead, Shefford and Chambly	44,577	17,811	28,158		90,546	3,074
72	St. Clair Tunnel						
73	St. Lawrence and Adirondack	182,052		104,959	105	287,116	5.363
74	St. Martins		18,020			18,020	
75	Sydney and Louisburg (Dominion Coal Co.)	36,695		160,020		196,715	
76	Spokane and British Columbia		1,144			1,144	
77	Temiscouata	75,248	70,670	15,398		161,316	24,435
78	Temiskaming and Northern Ontario	355,446		366,909	30,015	752,370	157,206
79	Thousand Islands		33,312			33,312	
80	Toronto, Hamilton and Buffalo	282,623		188,850	1,919	473,392	19,209
81	Vancouver, Victoria and Eastern	134,282	69.755	87,071	757	291,865	130,621
82	Victoria and Sidney, B.C.	6,822	15,834			22,656	
83	Victoria Terminal and Ferry Co.	479	1,010			1,489	
84	Wabash Railway Co. (in Canada)	713,586		907,776	844	1.622,206	29,171
85	Wellington Colliery Co.		4,504	31,200		35,704	
86	York and Carleton		8,502			8,502	
	Total	35,022,541	6,441,440	43,742,668	202,592	85,409,241	4,581,534

TABLE 11. – SUMMARY of Freight Traffic Movement

	1	2	3	4	5	6	7
		PRODUCTS OF					
		Grain.			Flour.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co	8,267	42	8,309	611	29	640
2	Algoma Central and Hudson Bay	925	128	1,053	162	57	219
3	Atlantic and Lake Superior	81	703	784	248	1,610	1,858
4	Atlantic, Quebec and Western	4	327	331	114	858	972
5	Bay of Quinte	1,175	640	1,815	123	2,046	2,169
6	Bedlington and Nelson	......	25	25	......	......	......
7	Bessemer and Barry's Bay	......	......	......	......	......	......
8	Brandon, Saskatchewan and Hudson Bay	46,004	......	46,004	54	......	54
9	British Yukon	2,182	......	2,182	966	......	966
10	Brockville, Westport and Northwestern	140	3,087	3,227	1,440	1,303	2,743
11	Canada Southern	21,892	652,788	674,680	24,902	140,929	165,831
12	Canadian Government—Intercolonial	16,499	140,802	157,301	27,980	135,335	163,315
13	" " P. E. Island	12,758	......	12,758	4,431	......	4,431
14	Canadian Northern	1,047,172	31,950	1,079,122	58,898	3,018	61,916
15	Canadian Northern, Ontario	5,437	712	6,149	888	462	1,350
16	Canadian Northern, Quebec	1,121	16,885	18,006	982	15,318	16,300
17	Canadian Pacific	2,546,832	396,657	2,943,549	595,473	153,508	748,981
18	Cape Breton	......	......	......	4	283	287
19	Caraquet	80	......	80	......	2,060	2,060
20	Carillon and Grenville	......	......	......	......	......	......
21	Central Ontario	4,759	3,458	8,217	21	2,297	2,318
22	Crowsnest Southern	109	648	757	86	20	106
23	Cumberland Ry. and Coal Co	......	756	756	......	867	867
24	Dominion Atlantic	1,952	1,919	3,871	......	......	......
25	Elgin and Havelock	130	50	180	186	660	846
26	Eastern British Columbia	......	92	92	......	37	37
27	Grand Trunk	290,288	1,400,263	1,690,551	277,172	243,442	470,614
28	Grand Trunk, Canada Atlantic	232,395	2,065	234,460	33,686	93	33,779
29	Halifax and Southwestern	487	622	1,109	3,369	5,205	8,574
30	Hereford	3,138	638	3,776	439	347	786
31	Inverness Ry. and Coal Co	32	227	259	175	2,787	2,962
32	Irondale, Bancroft and Ottawa	......	40	40	......	203	203
33	Kaslo and Slocan	64	......	64	......	......	......
34	Kent Northern	......	......	......	......	850	850
35	Kettle River Valley	31	......	31	......	......	......
36	Kingston and Pembroke	6,035	4,353	10,388	2,029	2,373	4,402
37	Klondike Mines	......	......	......	......	......	......
38	Liverpool and Milton	......	......	......	......	......	......
39	London and Port Stanley	14,146	9,561	23,707	738	3,555	4,293
40	Lotbinière and Megantic	99	172	271	113	582	695
41	Manitoulin and North Shore	137	......	137	61	......	61
42	Maritime Coal, Railway and Power Co	76	123	199	51	143	194
43	Massawippi Valley,	670	8,193	8,863	223	1,978	2,201
44	Manitoba Great Northern	26,845	40,791	67,636	335	183	518
45	Moncton and Buctouche	......	......	......	......	......	......
46	Montreal and Atlantic	1,012	63,853	64,865	779	103,222	104,001
47	Montreal and Province Line	191	1,082	1,273	30	1,566	1,596
48	Montreal and Vermont Junction	12	14,861	14,873	40	2,693	2,733
49	Morrissey, Fernie and Michel	......	......	......	......	......	......
50	Napierville Junction Railway	900	570	1,470	......	411	411
51	Nelson and Fort Sheppard	60	182	242	148	20	168

for the Year ending June 30, 1910.

8	9	10	11	12	13	14	15	16	
AGRICULTURE.									
OTHER MILL PRODUCTS.			HAY.			TOBACCO.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
1,359	16	1,375	1,187	....	1,187	69	....	69	1
21	47	68	1,317	195	1,512	....	....	....	2
....	....	....	726	60	786	....	....	....	3
2	35	37	....	495	495	2	12	14	4
46	40	86	390	44	434	....	....	....	5
....	....	....	....	33	33	....	....	....	6
... ——	....	....	....	....	....	....	....	....	7
....	....	....	58	....	58	....	....	....	8
212	....	212	1,813	....	1,813	37	....	37	9
275	360	635	48	414	462	....	11	11	10
10.843	179,724	190,567	11,347	85,329	96,676	756	7,058	7,814	11
11,235	22,543	33.778	65,758	10,381	76,139	....	....	....	12
1,536	....	1,536	3,213	....	3,213	145	....	145	13
24,393	3,180	27,573	22,410	2,042	24,452	....	....	....	14
703	677	1,380	2,338	630	2,968	....	....	....	15
....	....	....	4,600	19,485	24,085	1,107	776	1,883	16
287,310	41,948	329,258	268,341	46,608	314,949	12,585	6,145	18,730	17
....	....	....	29	22	51	....	....	....	18
....	....	....	75	1,480	1,555	....	40	40	19
....	....	....	....	....	....	....	....	....	20
36	1,435	1,471	74	3,086	3,160	2	....	2	21
10	50	60	55	780	835	....	....	....	22
....	555	555	....	275	275	....	....	....	23
14,377	13,569	27,946	2,943	1,145	4,088	23	25	48	24
155	492	647	96	....	96	....	....	....	25
....	20	20	....	122	122	....	....	....	26
103,883	93,521	197,404	78.954	117,605	196,559	840	7,852	8,692	27
58,516	2,056	60,572	37,272	....	37,272	4	28	32	28
3,033	543	3,576	2,041	1,409	3,450	....	....	....	29
122	40	162	583	....	583	6	....	6	39
71	32	103	59	1,297	1,356	....	6	6	31
....	263	263	....	171	171	....	....	....	32
....	....	....	45	24	69	....	....	....	33
....	....	....	....	450	450	....	....	....	34
....	....	....	50	....	50	....	....	....	35
1,031	929	1,960	415	275	690	262	7	269	36
....	....	....	....	....	....	....	....	....	37
....	....	....	....	....	....	....	....	....	38
307	3,061	3,368	9,287	2,966	12,253	31	209	240	39
....	8	8	156	56	212	7	....	7	40
21	....	21	221	....	221	....	....	....	41
103	119	222	390	685	1,075	....	4	4	42
633	6,471	7,101	33	2,807	2,840	6	19	25	43
410	18	428	20	....	20	....	....	....	44
....	....	....	....	....	....	....	....	....	45
1,795	73,147	74,942	31,381	17,069	48,450	15	890	905	46
80	705	785	4,137	1,850	5,987	....	....	....	47
....	6,278	6,278	416	2,896	3,312	....	....	....	48
....	....	....	....	....	....	....	....	....	49
....	25	25	3,341	489	3,830	....	....	....	50
97	....	97	851	47	898	....	....	....	51

TABLE 11.—SUMMARY of Freight Traffic Movement

	1	2	3	4	5	6	7
		PRODUCTS OF					
		Grain.			Flour.		
Number.	Name of Railway.	Tonnage originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.
52	New Brunswick Coal and Railway Co.	....	467	467	....	612	612
53	New Brunswick and Prince Edward Island	....	805	805	....	1,114	1,114
54	New Brunswick Southern	317	65	382	177	25	202
55	New Westminster Southern	1,512	....	1,512	48	....	48
56	North Shore	....	....	....	....	....	....
57	Nova Scotia Steel and Coal Co.	2	208	210	....	64	64
58	Orford Mountain	13	741	754	....	524	524
59	Ottawa and New York	711	452	1,163	200	1,378	1,578
60	Père Marquette in Canada	78,010	23,458	101,468	4,070	8,721	12,791
61	Phillipsburg Railway and Quarry Co.	....	80	80	....	....	....
62	Princeton Br. of Washington County Ry.	732	....	732	167	....	167
63	Quebec Central	....	10,543	10,543	....	18,865	18,865
64	Quebec and Lake St. John	1,952	3,858	5,810	1,912	3,826	5,738
65	Quebec Railway, Light and Power Co.	4,126	3,051	7,177	302	204	506
66	Quebec, Montreal and Southern	1,173	1,110	2,283	46	4,433	4,479
67	Red Mountain	40	....	40	39	....	39
68	Rutland and Noyan	....	981	981	....	....	....
69	Salisbury and Harvey	79	400	479	25	900	925
70	Schomberg and Aurora	2,396	....	2,396	....	774	774
71	Stanstead, Shefford and Chambly	23	27,840	27,863	48	3,934	3,982
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	349	1,183	1,532	653	935	1,588
74	St. Martins	....	220	220	....	280	280
75	Sydney and Louisburg (Dom. Coal Co.)	62	1,260	1,322	....	3,120	3,120
76	Spokane and British Columbia	34	....	34	....	90	90
77	Temiscouata	389	2,050	2,439	525	1,575	2,100
78	Temiscaming and Northern Ontario	6,189	3,942	10,131	4,030	2,049	6,079
79	Thousand Islands	....	208	208	147	807	954
80	Toronto Hamilton and Buffalo	8,907	5,979	14,886	1,640	4,133	5,773
81	Vancouver, Victoria and Eastern	6,455	105	6,560	1,626	290	1,916
82	Victoria and Sidney, B.C.	57	813	870	....	311	311
83	Victoria Terminal and Ferry Co.	378	449	827	251	23	274
84	Wabash Railway Co. (in Canada)	137,658	....	137,658	24,671	....	24,671
85	Wellington Colliery Co.	....	279	279	....	63	63
86	York and Carleton	....	....	....	....	....	....
	Final total	4,545,761	2,889,812	7,435,573	1,027,534	889,400	1,916,934

for the Year ending June 30, 1910—*Continued.*

AGRICULTURE—*Continued.*

8	9	10	11	12	13	14	15	16	
OTHER MILL PRODUCTS.			HAY.			TOBACCO.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
......	......	......	......	261	261	......	......	......	52
......	501	501	4,260	......	4,260	......	......	......	53
307	......	307	288	41	329	4	......	4	54
346	......	346	4,826	......	4,826	......	......	......	55
407	......	407	......	......	......	......	......	......	56
......	220	220	......	14	14	......	1	1	57
......	858	858	10	428	438	......	2	2	58
226	1,025	1,251	2,558	1,085	3,643	7	......	7	59
1,696	7,508	9,204	51,216	7,275	58,491	170	513	683	60
......	......	......	12	......	12	......	......	......	61
125	......	125	105	......	05	......	......	......	62
......	......	......	......	......	......	......	......	......	63
532	1,479	2,011	660	3,328	3,988	......	......	......	64
122	20	142	244	75	319	6	......	6	65
15	155	170	33,449	606	34,055	......	......	......	66
63	......	63	205	......	205	......	......	......	67
......	......	......	143	7,006	7,149	......	......	......	68
......	......	......	1,214	......	1,214	......	......	......	69
......	......	......	50	......	50	......	13	13	70
16	10,187	10,203	178	15,785	15,963	......	......	......	71
......	......	......	......	......	......	......	......	......	72
953	1,703	2,659	3,311	23,851	27,162	......	191	191	73
......	......	......	......	70	70	......	......	......	74
......	110	110	......	2,170	2,170	......	2	2	75
......	......	......	453	......	453	......	......	......	76
507	293	800	881	134	1,015	11	37	48	77
495	186	681	2,939	10,995	13,934	......	......	......	78
48	......	48	13	180	193	......	......	......	79
1,237	1,850	3,077	1,179	437	1,616	96	315	411	80
1,198	60	1,258	8,452	......	8,452	44	......	44	81
......	1,855	1,855	......	833	833	......	......	......	82
1,669	100	1,769	849	......	849	......	......	......	83
24,550	......	24,550	13,010	......	13,010	489	......	489	84
......	145	145	......	......	......	......	......	......	85
......	......	......	175	520	695	......	......	......	86
557,120	480,162	1,037,282	687,150	397,816	1,084,966	16,724	24,156	40,880	

TABLE 11.—SUMMARY of Freight Traffic Movement

	17	18	19	20	21	22	23
		PRODUCTS OF					
		COTTON.			FRUIT AND VEGETABLES.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	......	1	1	1,820	546	2,366
2	Algoma Central and Hudson Bay	......	......	......	272	85	357
3	Atlantic and Lake Superior	......	......	......	......	......	......
4	Atlantic, Quebec and Western	......	3	3	8	11	19
5	Bay of Quinté	......	......	......	......	......	......
6	Bedlington and Nelson	......	......	......	15	......	15
7	Bessemer and Barry's Bay	......	......	......	......	......	......
8	Brandon, Saskatchewan and Hudson Bay	......	......	......	1,467	......	1,467
9	British Yukon	......	......	......	1,251	......	1,251
10	Brockville, Westport and Northwestern	......	......	......	26	73	99
11	Canada Southern	......	16,304	16,304	14,297	63,066	77,363
12	Canadian Government—Intercolonial	2,661	1,198	3,859	21,799	15,017	36,816
13	" " P. E. Island	45	......	45	4,051	......	4,051
14	Canadian Northern	......	......	......	15,693	13,274	28,967
15	Canadian Northern, Ontario	......	......	......	1,217	202	1,419
16	Canadian Northern, Quebec	......	......	......	386	3,474	3,860
17	Canadian Pacific	1,195	13,746	14,941	195,089	79,353	274,442
18	Cape Breton	......	......	......	......	......	......
19	Caraquet	......	......	......	525	210	735
20	Carillon and Grenville	......	......	......	......	......	......
21	Central Ontario	......	......	......	10,560	352	10,912
22	Crowsnest Southern	......	......	......	624	......	624
23	Cumberland Railway and Coal Co	......	......	......	......	......	......
24	Dominion Atlantic	1,359	275	1,634	88,090	202	88,292
25	Elgin and Havelock	......	......	......	40	......	40
26	Eastern British Columbia	......	......	......	......	54	54
27	Grand Trunk	1,619	12,797	14,416	139,606	95,237	234,843
28	Grand Trunk (Canada Atlantic)	10,026	5,926	15,952	833	5,851	6,684
29	Halifax and Southwestern	......	......	......	2,988	581	3,569
30	Hereford	4	......	4	181	6	187
31	Inverness Railway and Coal Co.	......	......	......	26	151	177
32	Irondale, Bancroft and Ottawa	......	......	......	......	18	18
33	Kaslo and Slocan	......	......	......	......	......	......
34	Kent Northern	......	......	......	......	......	......
35	Kettle River Valley	......	......	......	......	......	......
36	Kingston and Pembroke	10	403	413	254	95	349
37	Klondike Mines	......	......	......	......	......	......
38	Liverpool and Milton	......	......	......	......	......	......
39	London and Port Stanley	......	228	228	11,224	3,042	14,266
40	Lotbinière and Megantic	......	......	......	62	16	78
41	Manitoulin and North Shore	103	......	103	......	......	......
42	Maritime Coal, Railway and Power Co.	......	......	......	......	103	103
43	Massawippi Valley	......	......	......	......	......	......
44	Manitoba Great Northern	......	......	......	271	......	271
45	Moncton and Buctouche	......	......	......	......	......	......
46	Montreal and Atlantic	......	7,769	7,769	294	5,884	6,178
47	Montreal and Province Line	......	......	......	......	......	......
48	Montreal and Vermont Junction	......	......	......	60	147	207
49	Morrissey, Fernie and Michel	......	......	......	......	......	......
50	Napierville Junction Railway	......	27	27	24	1,439	1,463
51	Nelson and Fort Sheppard	......	......	......	498	20	518

for the Year ending June 30, 1910—*Continued.*

24	25	26	27	28	29	30	31	32	
AGRICULTURE—*Continued.*			PRODUCTS OF ANIMALS.						
OTHER PRODUCTS OF AGRICULTURE.			LIVE STOCK.			DRESSED MEATS.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
....	....	....	5,633	755	6,388	105	100	205	1
....	....	....	693	150	843	118	12	130	2
67	6	73	20	187	207	54	3	57	3
....	....	....	143	3	146	1	64	65	4
2,074	105	2,179	3,094	27	3,121	244	8	252	5
....	....	....	....	....	....	....	....	....	6
....	....	....	....	....	....	....	....	....	7
14	....	14	147	....	147	....	....	....	8
....	....	....	2,297	....	2,297	75	....	75	9
....	....	....	2,122	74	2,196	....	72	72	10
20,212	87,893	108,105	22,493	222,055	244,548	2,939	103,199	106,138	11
....	....	....	15,429	5,755	21,184	3,192	15,218	18,410	12
....	....	....	3,611	....	3,611	2,300	....	2,300	13
....	....	....	37,438	3,688	41,126	3,005	632	3,637	14
....	....	....	4,421	245	4,666	185	12	197	15
....	....	....	1,611	447	2,058	....	....	....	16
....	....	....	334,030	58,103	392,133	29,329	135,700	165,029	17
....	....	....	1	1	2	....	....	....	18
....	....	....	35	....	35	....	....	....	19
....	....	....	6	24	30	....	....	....	20
7,988	....	7,988	4,265	119	4,384	78	....	78	21
144	....	144	68	60	128	14	....	14	22
....	....	....	10	7	17	....	....	....	23
....	....	....	1,993	318	2,311	1,078	7	1,085	24
297	165	462	86	10	96	133	20	153	25
....	....	....	....	14	14	....	....	....	26
25,447	24,546	49,993	274,296	168,298	442,594	34,878	57,639	92,517	27
....	....	....	8,813	3,266	12,079	89	1,073	1,162	28
7	....	7	382	64	446	....	....	....	29
100	....	100	462	....	462	31	1	32	30
....	....	....	405	13	418	17	7	24	31
....	....	....	241	....	241	....	30	30	32
....	....	....	....	....	....	....	....	....	33
....	100	100	100	....	100	25	....	25	34
....	....	....	....	....	....	....	....	....	35
....	....	....	2,056	429	2,485	158	37	195	36
....	....	....	....	....	....	....	....	....	37
....	....	....	....	....	....	....	....	....	38
20,265	4,144	24,409	4,520	475	4,995	523	1,198	1,721	39
....	....	....	....	10	10	....	15	15	40
....	....	....	10	....	10	41	....	41	41
....	....	....	....	22	22	....	32	32	42
528	266	794	693	856	1,549	195	1	196	43
....	....	....	671	20	691	30	....	30	44
3,921	....	3,921	....	....	....	....	....	....	45
....	....	....	3,237	10,952	14,189	13	109,386	109,399	46
....	....	....	806	47	853	....	....	....	47
....	2,970	2,970	31	1,000	1,031	....	....	....	48
....	....	....	....	....	....	....	....	....	49
....	....	....	808	123	931	....	....	....	50
25	....	25	55	....	55	....	12	12	51

TABLE 11.—SUMMARY of Freight Traffic

Number.	17	18	19	20	21	22	23
		PRODUCTS OF					
		COTTON.			FRUIT AND VEGETABLES.		
	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from connecting Roads and Other Carriers.	Total Freight Tonnage.
52	New Brunswick Coal and Railway Co	....	....	....	....	....	....
53	New Brunswick and Prince Edward Island	....	....	....	....	....	....
54	New Brunswick Southern	....	....	....	176	2	178
55	New Westminster Southern	....	....	....	1,436	....	1,436
56	North Shore	....	....	....	....	....	....
57	Nova Scotia Steel and Coal Co	11	8	19	11	1	12
58	Orford Mountain	....	....	....	16	....	16
59	Ottawa and New York	345	684	1.029	172	513	685
60	Père Marquette—in Canada	....	560	560	87,678	13,198	100,876
61	Phillipsburg Railway and Quarry Co.	....	....	....	....	....	....
62	Princeton Branch of Washington Co. Ry.	....	....	....	1.326	....	1,326
63	Quebec Central	....	....	....	....	....	....
64	Quebec and Lake St. John	....	....	....	1,422	....	1,422
65	Quebec Railway, Light and Power Co.	13	3,036	3.049	146	102	248
66	Quebec, Montreal and Southern	....	26	26	315	229	544
67	Red Mountain	....	....	....	217	....	217
68	Rutland aud Noyan	....	....	....	....	....	....
69	Salisbury and Harvey	....	....	....	....	....	....
70	Schomberg and Aurora	....	....	....	482	....	482
71	Stanstead, Shefford and Chambly	....	....	....	8	388	396
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	126	1,880	2,066	87	3.756	3,843
74	St. Martins	....	....	....	....	....	....
75	Sydney and Louisburg (Dominion Coal Co.)	....	....	....	10	212	222
76	Spokane and British Columbia	....	....	....	160	....	160
77	Temiscouata	1	4	5	3,386	125	3,511
78	Temiskaming and Northern Ontario	....	....	....	1,709	5,880	7,589
79	Thousand Islands	....	....	....	....	....	....
80	Toronto, Hamilton and Buffalo	....	761	761	6,356	4,400	10,756
81	Vancouver, Victoria and Eastern	240	....	240	4,361	....	4,361
82	Victoria and Sidney, B. C	....	....	....	455	238	693
83	Victoria Terminal and Ferry Co	....	....	....	17	713	730
84	Wabash Railway Co. (in Canada)	1,534	....	1,534	27,263	....	27,263
85	Wellington Colliery Co	....	....	....	....	96	96
86	York and Carleton	....	....	....	....	....	....
	Totals	19,292	65,636	84,928	650.760	318.362	969,122

Movement for the Year ending June 30, 1910—*Continued.*

24	25	26	27	28	29	30	31	32	
AGRICULTURE—*Continued.*			PRODUCTS OF ANIMALS—*Continued.*						
OTHER PRODUCTS OF AGRICULTURE.			LIVE STOCK.			DRESSED MEATS.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
....	....	....	....	....	....	....	....	....	52
....	....	....	176	....	176	....	....	....	53
....	....	....	175	....	175	73	....	73	54
....	....	....	487	....	487	....	....	....	55
....	....	....	....	....	....	....	....	....	56
....	....	....	....	....	....	....	6	6	57
492	....	492	341	....	341	1	32	33	58
23	168	191	1,508	37	1,545	....	....	....	59
85,982	4,430	90,412	24,931	1,166	26,097	2,883	2,938	5,821	60
....	....	....	....	....	....	....	....	....	61
....	....	....	10	....	10	....	....	....	62
6,469	414	6,883	5,751	....	5,751	....	....	....	63
....	....	....	749	2,250	2,999	....	198	198	64
171	....	171	433	151	584	98	....	98	65
....	....	....	1,203	132	1,335	11	....	11	66
60	....	60	11	....	11	....	....	....	67
....	....	....	76	12	88	....	....	....	68
....	....	....	148	....	148	....	311	311	69
....	....	....	797	....	797	56	....	56	70
....	5,732	5,732	55	1,623	1,678	....	....	....	71
....	....	....	....	....	....	....	....	....	72
53	2,932	2,985	686	237	923	19	274	293	73
....	....	....	....	....	....	....	....	....	74
120	300	420	61	410	471	40	3,220	3,260	75
....	....	....	....	....	....	....	....	....	76
....	....	....	304	178	482	93	198	291	77
201	834	1,035	3,995	3,294	7,289	517	4,546	5,063	78
....	....	....	823	20	843	....	....	....	79
954	3,721	4,675	3,388	5,411	8,799	5	10	15	80
1,233	....	1,233	3,091	....	3,091	301	....	301	81
....	87	87	97	107	204	60	269	329	82
17	23	40	49	162	211	64	260	324	83
5,966	....	5,966	35,289	....	35,289	26,980	....	26,980	84
....	....	....	....	108	108	....	....	....	85
....	....	....	....	....	....	....	....	....	86
182,830	138,836	321,666	821,866	492,915	1,314,781	110,051	436,740	546,791	

TABLE No. 11.—SUMMARY of Freight Traffic

	33	34	35	36	37	38	39
		PRODUCTS OF					
		OTHER PACKING HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	26	143	169	71	2	73
2	Algoma Central and Hudson Bay	8	12	20	7	5	12
3	Atlantic and Lake Superior				277	422	699
4	Atlantic, Quebec and Western				895	1	896
5	Bay of Quinté	75		75			
6	Bedlington and Nelson						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay						
9	British Yukon	473		473	27		27
10	Brockville, Westport and Northeastern		36	36	48	12	60
11	Canada Southern	9,309	41,179	50,488	1,781	13,637	15,418
12	Canadian Government—Intercolonial				19,415	11,851	31,266
13	" " P. E. Island	2,657		2,657	3,271		3,271
14	Canadian Northern	11,992	1,803	13,795	4,331	254	4,585
15	Canadian Northern, Ontario	627	115	742	11	56	67
16	Canadian Northern, Quebec		2,849	2,849	927	3,751	4,678
17	Canadian Pacific	28,485	50,657	79,142	31,886	17,102	48,988
18	Cape Breton				24	2	26
19	Caraquet				42		42
20	Carillon and Grenville						
21	Central Ontario	985		985	1,485		1,485
22	Crowsnest Southern				57		57
23	Cumberland Railway and Coal Co.						
24	Dominion Atlantic	520	23	543	2,008	15	2,023
25	Elgin and Havelock					10	10
26	Eastern British Columbia		22	22			
27	Grand Trunk	10,548	37,743	48,291	1,424	11,831	13,255
28	Grand Trunk (Canada Atlantic)	23	831	854	1,365		1,365
29	Halifax and Southwestern	58		58	4,430	25	4,455
30	Hereford	22		22	10	2	12
31	Inverness Railway and Coal Co.	18	6	24	516	161	677
32	Irondale, Bancroft and Ottawa		10	10	4		4
33	Kaslo and Slocan						
34	Kent Northern				750		750
35	Kettle River Valley						
36	Kingston and Pembroke	93	19	112	21	28	49
37	Klondike Mines						
38	Liverpool and Milton						
39	London and Port Stanley	1,415	1,711	3,126	123	152	275
40	Lotbinière and Mégantic	4		4			
41	Manitoulin and North Shore	3		3	2		2
42	Maritime Coal Railway and Power Co.	1	45	46		7	7
43	Massawippi Valley	203	68	271	6	49	55
44	Manitoba Great Northern						
45	Moncton and Buctouche						
46	Montreal and Atlantic	32	21,291	21,323	6	6,465	6,471
47	Montreal and Province Line						
48	Montreal and Vermont Junction		3,897	3,897		1,423	1,423
49	Morrissey, Fernie and Michel						
50	Napierville Junction Railway		90	90	9		9
51	Nelson and Fort Sheppard	56		56			
52	New Brunswick Coal and Railway Co.						

Movement for the Year ending June 30, 1910—*Continued.*

ANIMALS—*Continued.*

40	41	42	43	44	45	46	47	48	
WOOL.			HIDES AND LEATHER.			OTHER PRODUCTS OF ANIMALS.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
3		3	49	13	62				1
			3	1	4				2
			52	10	62	20	31	51	3
1	1	2	19	22	41				4
26		26	12		12				5
									6
									7
						81		81	8
						706		706	9
			152	33	185	711	1,229	1,940	10
205	8,883	9,088	1,858	28,728	30,586	7,349	47,665	55,014	11
794	788	1,582	3,445	3,170	6,615				12
50		50	438		438				13
			4,776	115	4,891				14
			246	43	289				15
			125	569	694				16
2,083	4,751	6,834	24,263	31,142	55,405				17
4		4	18		18				18
									19
									20
5		5	385	105	490	653	17	670	21
						123		123	22
									23
			547	44	591				24
4		4	29	45	74	40	19	59	25
									26
1,362	4,307	5,669	20,851	35,255	56,106	51,615	84,859	136,474	27
67	98	165	948		948	4,641	212	4,853	28
			147		147				29
1		1	11		11	193		193	30
26	2	28	103		103				31
			6		6	29		29	32
									33
1		1	25		25				34
									35
27	46	73	166	778	944				36
									37
									38
31	57	88	184	1,445	1,629	1,845	304	2,149	39
			41		41	209	32	241	40
									41
	1	1	8		8				42
8	61	69	211	962	1,173				43
									44
									45
21	2,867	2,888	1,064	16,805	17,869				46
33		33	139	777	916				47
	180	180	66	2,013	2,079		882	882	48
									49
				89	89				50
			31		31	70		70	51
									52

TABLE 11.—SUMMARY of Freight Traffic

	33	34	35	36	37	38	39
		PRODUCTS OF					
		OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
53	New Brunswick and Prince Edward Island				344		344
54	New Brunswick Southern	18		18	169		169
55	New Westminster Southern						
56	North Shore						
57	Nova Scotia Steel and Coal Co.		2	2	1	5	6
58	Orford Mountain					19	19
59	Ottawa and New York	52	67	119	14	5	19
60	Père Marquette (in Canada)	7,801	4,197	11,998	678	373	1,051
61	Phillipsburg Railway and Quarry Co.						
62	Princeton Branch of Washington Co. Ry.						
63	Quebec Central						
64	Quebec and Lake St. John		766	766			
65	Quebec Railway, Light and Power Co.	408	64	472	20	1	21
66	Quebec, Montreal and Southern	90	26	116	75		75
67	Red Mountain						
68	Rutland and Noyan					18	18
69	Salisbury and Harvey						
70	Schomberg and Aurora						
71	Stanstead, Shefford and Chambly		6,831	6,831	316	1,046	1,362
72	St. Clair Tunnel						
73	St. Lawrence and Adirondack	9	325	334		4,608	4,608
74	St. Martins						
75	Sydney and Louisburg (Dom. Coal Co.)		260	260	22	18	40
76	Spokane and British Columbia						
77	Temiscouata	121	30	151	42	41	83
78	Temiskaming and Northern Ontario						
79	Thousand Islands				12		12
80	Toronto, Hamilton and Buffalo	2,759	1,386	4,145	59	63	122
81	Vancouver, Victoria and Eastern	44		44	1,367		1,367
82	Victoria and Sidney, B.C.	40	170	210	23	70	93
83	Victoria Terminal and Ferry Co.	31	175	206	17	80	97
84	Wabash Railway Co. (in Canada)	21,884		21,884	2,681		2,681
85	Wellington Colliery Co.						
86	York and Carleton				109	32	141
	Final total	100,890	176,849	277,739	81,178	73,642	154,820

Movement for the Year ending June 30, 1910—*Continued.*

ANIMALS—*Continued.*

40	41	42	43	44	45	46	47	48	
Wool.			Hides and Leather.			Other Products of Animals.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
				125	125				53
2		2	7		7				54
									55
									56
4	1	5	3	1	4				57
			19		19				58
2	26	28	47	107	154	2,324	209	2,533	59
170	140	310	1,017	3,544	4,561	10,175	746	10,921	60
									61
									62
									63
			58	114	172	1,894		1,894	64
2		2	144		144	129		129	65
			22	101	123				66
			6		6	17		17	67
			3	31	34				68
			1,500		1,500				69
						172		172	70
	463	463	304	969	1,273		2,362	2,362	71
									72
	33	33	97	1,497	1,594	256	1,998	2,254	73
									74
			3	1	4				75
									76
3	1	4	44	13	57				77
									78
31		31							79
80	167	247	297	983	1,280	888	5,023	5.911	80
26	37	63	21		21	2,266	188	2,454	81
22	44	66	20	39	59	495	115	610	82
35	32	67	3	131	134	1	514	515	83
699		699	6,000		6,000	8,761		8,761	84
							140	140	85
									86
5,828	22,986	28,814	70,033	129,820	199,853	95,663	146,545	242,208	

Table 11.—Summary of Freight Traffic Movement

	49	50	51	52	53	54	55
		PRODUCTS					
		Anthracite Coal.			Bituminous Coal.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	54	....	54	34,434	4,126	38,560
2	Algoma Central and Hudson Bay...	1	....	1	212	6,124	6,336
3	Atlantic and Lake Superior	....	....	....	....	2,573	2.573
4	Atlantic, Quebec and Western......	....	....	....	2	1,062	1,064
5	Bay of Quinte	....	2.718	2,718	....	22,153	22,153
6	Bedlington and Nelson	....	....	....	359	....	359
7	Bessemer and Barry's Bay	....	....	....	....	....	....
8	Brandon, Saskatchewan and Hudson Bay....................	6,910	....	6,910	1,878	....	1,878
9	British Yukon................	....	....	....	266	....	266
10	Brockville, Westport and Northwestern	....	664	664	....	123	123
11	Canada Southern.....	....	1,151,649	1,151,649	....	462,092	462,092
12	Canadian Govt.—Intercolonial.....	....	....	....	690,403	357,282	1,047,685
13	" P. E. Island......	340	....	340	7,534	....	7,534
14	Canadian Northern	33,514	59,770	93,284	49,795	136,538	186,333
15	Canadian Northern, Ontario.......	299	5,892	6,191	1,950	10,956	12,906
16	Canadian Northern, Quebec...	....	5,265	5,265	....	31,590	31,590
17	Canadian Pacific.	134,895	712,753	847,648	1,191,737	848,469	2,040,206
18	Cape Breton..	....	....	....	40	262	302
19	Caraquet.........................	....	125	125	....	2,100	2,100
20	Carillon and Grenville	....	....	....	....	....	....
21	Central Ontario....	706	2,712	3,418	6,173	25,600	31,773
22	Crowsnest Southern......	....	....	....	8,304	26,625	34,929
23	Cumberland Railway and Coal Co..	....	....	....	53,533	5,273	58,806
24	Dominion Atlantic	....	....	....	3,049	17,228	20,277
25	Elgin and Havelock	....	....	....	....	346	346
26	Eastern British Columbia....	....	....	....	106,732	....	106,732
27	Grand Trunk.....................	75,649	1,840,594	1,916,243	55,104	1,787,823	1,842,927
28	Grand Trunk, (Canada Atlantic)...	55	89,489	89,544	162	83,468	83,630
29	Halifax and Southwestern..........	....	....	....	1,013	7,277	8,290
30	Hereford.	30	39	69	25	....	25
21	Inverness Railway and Coal Co.....	....	31	31	273.949	....	273,949
42	Irondale, Bancroft and Ottawa.. ...	....	24	24	....	610	610
33	Kaslo and Slocan	....	....	....	35	....	35
34	Kent Northern	....	....	....	....	500	500
85	Kettle River Valley....	....	....	....	....	....	....
36	Kingston and Pembroke	162	....	162	33	41	74
37	Klondike Mines....................	....	....	....	....	....	....
38	Liverpool and Milton	....	....	....	....	....	....
39	London and Port Stanley.	1.876	14.258	16,134	36,871	62,657	99,528
40	Lotbinière and Megantic...........	....	....	....	....	78	78
41	Manitoulin and North Shore........	21	....	21	1,142	....	1,142
42	Maritime Coal, Railway & Power Co.	....	....	....	188,154	....	188,154
43	Massawippi Valley	....	7,860	7,860	....	1,516	1,516
44	Manitoba Great Northern....	3,252	....	3,252	11,504	20	11,524
45	Moncton and Buctouche	....	....	....	....	4,403	4,403
46	Montreal and Atlantic	123	6,820	6,943	26	5,337	5,363
47	Montreal and Province Line........	....	937	937	....	16,963	16,963
48	Montreal and Vermont Junction....	....	3,896	3,896	....	8,293	8,293
49	Morrissey, Fernie and Michel	....	....	....	548,197	....	548,197

for the Year ending June 30, 1910—*Continued.*

56	57	58	59	60	61	62	63	64	
OF MINES.									
COKE.			ORES.			STONE, SAND AND OTHER LIKE ARTICLES.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
....	41,190	41,190	....	....	....	384	1,358	1,742	1
....	....	....	122,022	....	122,022	105,780	....	105,780	2
....	....	....	....	....	....	....	....	....	3
....	....	....	6	....	6	....	1	1	4
....	1,427	1,427	470	92	562	6,117	47	6,164	5
....	....	....	....	....	....	....	....	....	6
....	....	....	20,352	....	20,352	....	....	....	7
101	....	101	....	....	....	129	....	129	8
....	....	....	373	....	373	....	....	....	9
....	....	....	....	....	....	171	....	171	10
....	235,718	235,718	....	12,061	12,061	199,684	143,966	343,650	11
....	....	....	13,729	2,111	15,840	180,750	4,116	184,866	12
....	....	....	....	....	....	3,244	....	3,244	13
2,546	555	3,101	17,104	233	17,337	163,752	44,604	208,356	14
....	18	18	108,833	8	180,841	5,141	40	5,181	15
....	....	....	233	....	233	2,450	8,226	10,676	16
219,696	129,786	349,482	1,342,241	189,976	1,532,217	1,192,873	254,822	1,447,695	17
....	....	....	....	....	....	....	....	....	18
....	....	....	....	....	....	1,250	....	1,250	19
....	....	....	....	....	....	....	....	....	20
1,058	1,905	2,963	18,925	2,833	21,758	1,576	758	2,334	21
14,285	117,517	131,802	....	....	....	....	....	....	22
....	....	....	....	....	....	....	....	....	23
....	....	....	265	185	450	28,522	2,636	31,158	24
....	....	....	....	....	....	500	....	500	25
....	....	....	....	....	....	....	....	....	26
18,965	215,566	234,531	32,398	288,105	320,503	813,025	263,095	1,076,120	27
43	514	557	1,733	1,386	3,119	27,283	16,161	43,444	28
....	....	....	6	....	6	29	....	29	29
15	....	15	....	....	....	89	1	90	30
....	1	1	1	....	1	1	....	1	31
....	....	....	....	....	....	104	....	104	32
....	....	....	13,442	....	13,442	....	....	....	33
....	....	....	....	....	....	700	....	700	34
....	....	....	481	....	481	45	....	45	35
....	....	....	19,292	5	19,297	3,311	34	3,345	36
....	....	....	....	....	....	....	....	....	37
....	....	....	....	....	....	....	....	....	38
1,353	551	1,904	246	874	1,120	25,037	6,026	31,063	39
....	....	....	4	9	13	78	....	78	40
....	30	30	370,779	....	370,779	10,100	....	10,100	41
....	....	....	....	....	....	266	461	727	42
....	69	69	31,888	13,674	45,562	25,408	7,762	33,170	43
55	....	55	....	....	....	57	....	57	44
....	....	....	....	....	....	2,575	....	2,575	45
11	2,740	2,751	....	6,525	6,525	847	34,013	34,860	46
....	....	....	....	....	....	4,003	60	4,063	47
....	....	....	....	23	23	103	1,183	1.286	48
....	....	....	....	....	....	....	....	....	49

TABLE 11.—SUMMARY of Freight Traffic Movement

Number.	49	50	51	52	53	54	55
		PRODUCTS					
		ANTHRACITE COAL.			BITUMINOUS COAL.		
	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
50	Napierville Junction Railway	74	102,295	102,369	42	10,009	10,051
51	Nelson and Fort Sheppard....	....	....	....	505	....	505
52	New Brunswick Coal and Ry. Co...	....	....	....	43,718	....	43,718
53	New Brunswick and P. E. Island..	....	....	....	....	2,910	2,910
54	New Brunswick Southern	20	....	20	100	30	130
55	New Westminster Southern........	....	....	....	304	....	304
56	North Shore..	....	....	....	7,211	....	7,211
57	Nova Scotia Steel and Coal Co......	....	....	....	....	235	235
58	Orford Mountain......	....	1	1	....	13	13
59	Ottawa and New York............	....	31,336	31,336	....	19,279	19,279
60	Père Marquette (in Canada)..	10,345	34,977	45,322	203,338	153,710	357,048
61	Phillipsburg Railway and Quarry Co.	....	....	....	....	4,617	4,617
62	Princeton Branch Wash'n Co. Ry..	16	....	16	41,239	....	41,239
63	Quebec Central.....	....	2,600	2,600	....	8,300	8,300
64	Quebec and Lake St. John.......	....	2,400	2,400	....	8,569	8,569
65	Quebec Ry., Light and Power Co...	202	....	202	10,833	20	10,853
66	Quebec, Montreal and Southern....	167	20,857	21,024	176	6,346	6,522
67	Red Mountain.......	....	....	....	2,432	....	2,432
68	Rutland and Noyan.......	....	429	429	....	1,108	1,108
69	Salisbury and Harvey..	....	....	....	....	3,731	3,731
70	Schomberg and Aurora..........	....	....	....	....	1,179	1,179
71	Stanstead, Shefford and Chambly...	....	690	690	....	2,361	2,361
72	St. Clair Tunnel.......	....	....	....	....	....	....
73	St. Lawrence and Adirondack....	....	183,283	183,283	....	153,486	153,486
74	St. Martins......	....	180	180	....	....	....
75	Sydney and Louisburg (Dom. Coal Co.)......	2,526,255	....	2,526,255	....	....	....
76	Spokane and British Columbia......	....	....	....	....	443	443
77	Temiscouata......................	843	1,892	2,735	704	115	819
78	Timiskaming and Northern Ontario.	39	10,173	10,212	....	174,045	174,045
79	Thousand Islands	....	68	68	....	848	848
80	Toronto, Hamilton and Buffalo....	....	359,309	359,309	....	381,581	381,581
81	Vancouver, Victoria and Eastern .	....	....	....	12,292	....	12,292
82	Victoria and Sidney, B.C.	....	....	....	....	136	136
83	Victoria Terminal and Ferry Co	....	....	....	52	87	139
84	Wabash Railway Co. (in Canada)...	46,675	....	46,675	323,113	....	323,113
85	Wellington Colliery Co....	....	....	....	375,231	....	375,231
86	York and Carleton.......	....	....	....	....	....	....
	Total.......	2,842,523	4,655,986	7,498,509	4,293,906	4,872,666	9,166,572

for the Year ending June 30, 1910—*Continued.*

OF MINES.

56	57	58	59	60	61	62	63	64	
Coke.			Ores.			Stone, Sand and Other Like Articles.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
......	693	693	......	......	......	......	1,060	1,060	50
......	......	......	9,663	9,832	19,495	44	......	44	51
......	......	......	......	......	......	......	......	......	52
......	......	......	......	......	......	620	......	620	53
......	......	......	......	......	......	1,439	......	1,439	54
......	......	......	......	......	......	155	......	155	55
......	......	......	......	......	......	......	......	......	56
......	......	......	......	......	......	7	1	8	57
......	......	......	846	......	846	......	153	153	58
......	365	365	......	45	45	510	7,046	7,556	59
7,462	1,353	8,815	1,357	2,145	3,502	200,454	14,783	215,237	60
......	......	......	......	......	......	5,389	1,324	6,713	61
......	......	......	......	......	......	3,185	......	3,185	62
......	......	......	1,204	......	1,204	715	......	715	63
......	......	......	......	29	29	2,182	......	2,182	64
......	......	......	42	23	65	50,145	37	50,182	65
......	413	413	......	......	......	7,614	6,162	13,776	66
59	......	59	4,116	152	4,268	......	......	......	67
......	......	......	......	......	......	......	10,314	10,314	68
......	......	......	......	......	......	......	......	......	69
......	......	......	......	......	......	......	......	......	70
......	......	......	......	109	109	38	2,685	2,723	71
......	......	......	......	......	......	......	......	......	72
......	22,921	22,921	......	287	287	25	8,362	8,387	73
......	......	......	......	......	......	5,300	......	5,300	74
......	......	......	......	......	......	......	......	......	75
......	......	......	7,563	......	7,563	......	......	......	76
......	......	......	......	......	......	24	23	47	77
......	......	......	32,875	100	32,975	25,344	1,861	27,205	78
......	49	49	......	......	......	2,793	612	3,405	79
......	217,248	217,248	......	2,977	2,977	41,720	24,609	66,329	80
125,105	33	125,138	833,757	......	833,757	5,495	......	5,495	81
......	25	25	......	......	......	4,160	182	4,342	82
......	......	......	......	......	......	2	4,271	4,273	83
2,813	......	2,813	24,533	......	24,533	49,369	......	49,369	84
......	......	......	......	......	......	......	......	......	85
......	......	......	......	29	29	......	......	......	86
393,567	990,687	1,384,254	3,102,779	533,828	3,636,607	3,212,113	872,855	4,084,968	

TABLE 11.—SUMMARY of Freight Traffic

	65	66	67	68	69	70	71
		PRODUCTS OF MINES—*Con.*			PRODUCTS OF		
		OTHER PRODUCTS OF MINES.			LUMBER.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	37	98	135	4,221	17,807	22,028
2	Algoma Central and Hudson Bay	....	....	....	17	801	818
3	Atlantic and Lake Superior	....	....	....	8,427	383	8,810
4	Atlantic, Quebec and Western	....	....	....	2,065	3,783	5,848
5	Bay of Quinte	....	....	....	7,679	11,635	19,314
6	Bedlington and Nelson	....	....	....	38	....	38
7	Bessemer and Barry's Bay	....	....	....	4,623	....	4,623
8	Brandon, Saskatchewan and Hudson Bay	....	....	....	1,507	....	1,507
9	British Yukon	....	....	....	451	....	451
10	Brockville, Westport and Northwestern	....	....	....	604	729	1,333
11	Canada Southern	63,516	47,052	110,568	7,211	185,860	193,071
12	Canadian Govt.—Intercolonial	8,457	3,756	12,213	425,663	104,592	530,255
13	" " —P. E. Island	....	....	....	13,414	....	13,414
14	Canadian Northern	....	....	....	574,562	97,295	671,857
15	Canadian Northern, Ontario	....	....	....	57,357	1,614	58,971
16	Canadian Northern, Quebec	4,927	6,443	11,370	60,175	18,718	78,893
17	Canadian Pacific	....	....	....	1,642,798	504,454	2,147,252
18	Cape Breton	....	....	....	275	158	433
19	Caraquet	....	....	....	11,697	....	11,697
20	Carillon and Grenville	....	....	....	3	....	3
21	Central Ontario	54	706	760	40,035	3,423	43,458
22	Crowsnest Southern	....	....	....	33,213	55	33,268
23	Cumberland Railway and Coal Co.	....	....	....	25,076	....	25,076
24	Dominion Atlantic	....	....	....	80,879	5,337	86,216
25	Elgin and Havelock	....	....	....	7,638	1	7,639
26	Eastern British Columbia	....	....	....	445	....	445
27	Grand Trunk	33,180	29,412	62,592	719,560	663,006	1,382,566
28	Grand Trunk (Canada Atlantic)	153	1,321	1,474	390,349	12,688	403,037
29	Halifax and Southwestern	....	....	....	66,980	784	67,764
30	Hereford	49	66	115	22,058	2	22,060
31	Inverness Railway and Coal Co	604	....	604	286	1,152	1,438
32	Irondale, Bancroft and Ottawa	40	....	40	5,782	....	5,782
33	Kaslo and Slocan	....	....	....	275	....	275
34	Kent Northern	....	....	....	750	....	750
35	Kettle River Valley	....	....	....	102	....	102
36	Kingston and Pembroke	....	....	....	22,541	7,714	30,255
37	Klondike Mines	....	....	....	311	....	311
38	Liverpool and Milton	....	....	....	13,250	....	13,250
39	London and Port Stanley	4,797	4,525	9,322	14,053	20,892	34,945
40	Lotbinière and Megantic	....	35	35	17,008	114	17,122
41	Manitoulin and North Shore	....	....	....	723	....	723
42	Maritime Coal, Ry. and Power Co.	....	....	....	1,248	4,016	5,264
43	Massawippi Valley	....	....	....	3,698	104,273	107,971
44	Manitoba Great Northern	....	....	....	2,537	94	2,631
45	Moncton and Buctouche	....	....	....	....	....	....
46	Montreal and Atlantic	....	....	....	75,914	85,628	161,542
47	Montreal and Province Line	....	....	....	781	15,051	15,834
48	Montreal and Vermont Junction	....	739	739	63	12,833	12,896
49	Morrissey, Fernie and Michel	....	....	....	....	18,634	18,634

Movement for the Year ending June 30, 1910—*Continued.*

72	73	74	75	76	77	78	79	80	
FORESTS.			MANUFACTURES.						
OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
361	870	1,231	381	380	761	1,159	1,136	2,295	1
34,353	....	34,353	20	28	48	57	33	90	2
2,164	26	2,190	27	68	95	....	....	....	3
....	....	....	8	53	61	1	4	5	4
3,653	15,804	19,457	574	435	1,009	....	....	....	5
6,039	....	6,039	....	....	....	....	....	....	6
....	....	....	....	....	....	....	....	....	7
1,385	....	1,385	....	....	....	249	....	249	8
....	....	....	17	....	17	270	....	270	9
512	251	763	....	208	208	....	232	232	10
18,227	67,880	86,107	6,466	48,643	55,109	1,544	36,756	38,300	11
458,841	36,732	495,573	16,801	14,258	31,059	57,522	1,647	59,169	12
....	....	....	772	....	772	832	....	832	13
400,951	4,517	405,468	19,389	8,209	27,598	6,420	7,489	13,909	14
106,237	637	106,874	1,066	41	1,107	569	90	659	15
95,072	81,392	176,464	....	5,286	5,286	....	....	....	16
1,086,103	197,750	1,283,853	58,113	96,466	154,579	120,469	55,978	176,447	17
365	14	379	....	1	1	....	....	....	18
2,160	....	2,160	....	....	....	....	....	....	19
....	....	....	....	....	....	....	....	....	20
66,535	2,475	69,010	....	802	802	....	265	265	21
15,495	....	15,495	66	....	66	....	....	....	22
....	....	....	....	....	....	....	....	....	23
7,913	151	8,064	1,057	207	1,264	1,824	66	1,890	24
100	....	100	....	28	28	10	61	71	25
3,938	15	3,953	....	14	14	....	....	....	26
623,571	450,551	1,074,122	82,467	55,424	137,891	33,897	149,697	183,594	27
105,794	27,031	132,825	1,399	5,096	6,495	10,798	1,830	12,628	28
66,586	15	66,601	1,210	71	1,281	266	54	320	29
122,310	....	122,310	102	24	126	143	34	177	30
3,113	....	3,113	52	244	296	7	120	127	31
20,225	....	20,225	....	46	46	....	78	78	32
....	....	....	....	....	....	....	....	....	33
350	....	350	....	....	....	....	....	....	34
1,038	....	1,038	....	....	....	....	....	....	35
....	....	....	115	1,044	1,159	783	2,278	3,061	36
12,867	....	12,867	....	....	....	....	....	....	37
25,395	....	25,395	....	....	....	....	....	....	38
34,934	7,528	42,462	1,476	2,566	4,042	2,276	2,319	4,595	39
34,826	....	34,826	....	214	214	....	15	15	40
25,995	....	25,995	26	....	26	25	....	25	41
....	....	....	....	155	155	....	53	53	42
33,919	172,309	206,228	....	1,219	1,219	....	735	735	43
4,589	....	4,589	....	....	....	....	....	....	44
14,247	....	14,247	....	....	....	....	....	....	45
....	....	....	127	1,308	1,435	559	24,065	24,624	46
....	....	....	....	33	33	....	109	109	47
76	316	392	....	107	107	....	2,992	2,992	48
....	....	....	....	....	....	....	....	....	49

TABLE 11.—SUMMARY of Freight Traffic

Number.	65 Name of Railway.	66 PRODUCTS OF MINES—*Con.* OTHER PRODUCTS OF MINES. Tonnage Originating on Road.	67 Tonnage received from connecting Roads and other Carriers.	68 Total Freight Tonnage.	69 PRODUCTS OF LUMBER. Tonnage Originating on Road.	70 Tonnage received from connecting Roads and other Carriers.	71 Total Freight Tonnage.
50	Napierville Junction	....	....	....	156	5,431	5,587
51	Nelson and Fort Sheppard	....	....	....	4,499	72	4,571
52	New Brunswick Coal and Ry. Co	....	....	....	8,338	....	8,338
53	New Brunswick and P. E. Island	....	....	....	17,680	300	17,980
54	New Brunswick Southern	80	....	80	9,554	18	9,572
55	New Westminster Southern	....	....	....	22,665	....	22,665
56	North Shore	....	....	....	555	....	555
57	Nova Scotia Steel and Coal Co	....	12	12	5,894	40	5,934
58	Orford Mountain	725	....	725	9,199	204	9,403
59	Ottawa and New York	59	578	637	2,049	8,241	10,290
60	Père Marquette (in Canada)	26,456	11,099	37,555	77,503	51,252	128,755
61	Phillipsburg Ry. and Quarry Co	....	....	....	....	598	598
62	Princeton Branch of Washington Co. Railway	2,883	....	2,883	6,676	....	6,676
63	Quebec Central	69,521	....	69,521	107,618	....	107,618
64	Quebec and Lake St. John	....	398	398	72,803	10,358	83,161
65	Quebec Ry., Light and Power Co	....	....	....	6,102	102	6,204
66	Quebec, Montreal and Southern	....	....	....	3,432	27,011	30,443
67	Red Mountain	....	....	....	807	....	807
68	Rutland and Noyan	....	....	....	....	28,695	28,695
69	Salisbury and Harvey	21,512	....	21,512	16,748	....	16,748
70	Schomberg and Aurora	....	....	....	1,118	....	1,118
71	Stanstead, Shefford and Chambly	....	1,860	1,860	329	4,394	4,723
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	....	3.302	3,302	318	75,272	75,590
74	St. Martins	....	....	....	9,890	....	9,890
75	Sydney and Louisburg (Dom Coal Co.)	....	....	....	18,120	22,670	40,790
76	Spokane and British Columbia	....	....	....	4,723	....	4,723
77	Temiscouata	....	....	....	98,124	343	98,467
78	Temiskaming and Northern Ontario	7,510	293	7,803	65,963	8,504	74,467
79	Thousand Islands	....	....	....	110	3,340	3,450
80	Toronto, Hamilton and Buffalo	838	8,481	9,319	4,536	35,036	39,572
81	Vancouver, Victoria and Eastern	6,313	....	6,313	71.039	2,880	73,919
82	Victoria and Sidney, B.C.	....	....	....	3,868	1,520	5,388
83	Victoria Terminal and Ferry Co	....	....	....	949	2,943	3,892
84	Wabash Railway Co. (in Canada)	9,225	....	9,225	82,331	....	82,331
85	Wellington Colliery Co	....	....	....	341	....	341
86	York and Carleton	....	....	....	6,875	33	6,908
	Final total	260,936	120,176	381,112	5,109,254	2,192,783	7,302,037

Movement for the Year ending June 30, 1910—*Continued.*

72	73	74	75	76	77	78	79	80	
FORESTS.			MANUFACTURES.						
OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
....	93,683	93,683	....	1,218	1.218	....	....	....	50
7,826	....	7.826	39	....	39	....	....	....	51
1,351	....	1,351	....	....	....	....	....	....	52
860	....	860	....	90	90	....	710	710	53
....	....	....	....	....	....	91	....	91	54
4,201	....	4,201	106	....	106	15	....	15	55
....	....	....	....	....	....	....	....	....	56
....	....	....	....	20	20	....	28	28	57
10,465	40	10,505	....	44	44	5	95	100	58
1,086	10,030	11,116	228	693	921	43	117	160	59
192,653	18,468	211,121	8,140	6,296	14,436	12,550	5,690	18,240	60
....	....	....	....	1	1	....	....	....	61
44,607	....	44,607	359	....	359	32	....	32	62
281,164	....	281,164	....	5,012	5,012	....	3,645	3,645	63
44,351	15,532	59,883	....	457	457	....	830	830	64
12,988	60	13,048	113	140	253	204	....	204	65
2,507	111,507	114,014	38	971	1,009	....	....	....	66
10,261	....	10,261	....	....	....	....	....	....	67
....	117 869	117,869	....	114	11 4	....	....	....	68
5,803	....	5,803	....	....	....	....	....	....	69
94	....	94	....	37	37	....	69	69	70
....	1,639	1,639	....	322	322	....	1,747	1,747	71
....	....	....	....	....	....	....	....	....	72
711	29,042	29,753	22	5,213	5,235	6	54,240	54,246	73
740	....	740	....	....	....	....	....	....	74
120	410	530	....	610	610				
1,564	13	1,577	....	....	....	....	86	86	75
						....	....	....	76
....	....	....	141	388	529	305	128	433	77
171,895	631	172,526	1,795	2,399	4,194	528	160	688	78
....	133	133	....	61	61	....	....	....	79
2,399	3,020	5,419	645	11,254	11,899	42	333	375	80
10,148	141	10,289	1,391	....	1,391	141	....	141	81
11,537	513	12,050	2	954	956	....	67	67	82
30	11,853	11.883	531	467	998	75	....	75	83
26,455	....	26,455	15,447	....	15,447	7,433	....	7,433	84
....	....	....	....	....	....	....	....	....	85
....	....	....	....	....	....	....	....	....	86
4,286,055	1,480,848	5,766,903	220,728	279,439	500,167	261,150	356,081	617,231	

No. 11.—SUMMARY of Freight Traffic Movement

Number.	81	82	83	84	85	86	87
		MANUFAC-					
		NAVAL STORES.			IRON, PIG AND BLOOM.		
	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Ry. and Irrigation Co	6	14	20	6	348	354
2	Algoma Central and Hudson Bay	....	....	....	....	....	....
3	Atlantic and Lake Superior	....	....	....	114	1,063	1,177
4	Atlantic, Quebec and Western	....	....	....	1	47	48
5	Bay of Quinte	....	....	....	6,687	25	6,712
6	Bedlington and Nelson	....	....	....	....	....	....
7	Bessemer and Barry's Bay	....	....	....	....	....	....
8	Brandon, Sask. and Hudson Bay	....	....	....	....	....	....
9	British Yukon	388	....	388	209	....	209
10	Brockville, Westport and Northwestern	....	....	....	65	....	65
11	Canada Southern	....	....	....	7,497	43,533	51,030
12	Canadian Government—Intercolonial	....	....	....	86,916	23,800	110.716
13	Canadian Government—P. E. Island	49	....	49	446	....	446
14	Canadian Northern	....	....	....	15.982	7,661	23,643
15	Canadian Northern, Ontario	74	148	222	....	....	....
16	Canadian Northern, Quebec	....	28,952	28,952	1.629	22,338	23.967
17	Canadian Pacific	237	190	427	92,340	123,138	215,478
18	Cape Breton	....	....	....	....	....	....
19	Caraquet	....	....	....	....	44	44
20	Carillon and Grenville	....	....	....	....	....	....
21	Central Ontario	....	....	....	2,063	57	2,120
22	Crowsnest Southern	....	....	....	....	....	....
23	Cumberland Ry. and Coal Co.	....	....	....	....	....	....
24	Dominion Atlantic	62	....	62	252	148	400
25	Elgin and Havelock	....	....	....	....	....	....
26	Eastern British Columbia	....	....	....	....	....	....
27	Grand Trunk	....	1,069	1,069	130,164	239,357	369,521
28	Grand Trunk, Canada Atlantic	47	....	47	1,902	5,580	7,482
29	Halifax and Southwestern	....	....	....	....	....	....
30	Hereford	10	35	45	43	....	43
31	Inverness Railway and Coal Co.	....	....	....	33	....	33
32	Irondale, Bancroft and Ottawa	....	....	....	....	....	....
33	Kaslo and Slocan	....	....	....	....	....	....
34	Kent Northern	....	....	....	....	....	....
35	Kettle River Valley	....	....	....	....	....	....
36	Kingston and Pembroke	....	....	....	2	28	30
37	Klondike Mines	....	....	....	....	....	....
38	Liverpool and Milton	....	....	....	....	....	....
39	London and Port Stanley	492	114	606	1,445	1,787	3,232
40	Lotbinière and Megantic	....	....	....	....	....	....
41	Manitoulin and North Shore	....	....	....	24	....	24
42	Maritime Coal, Ry. and Power Co.	....	....	....	22	157	179
43	Massawippi Valley	....	26	26	103	1,278	1,381
44	Manitoba Great Northern	....	....	....	....	....	....
45	Moncton and Buctouche	....	....	....	....	....	....
46	Montreal and Atlantic	....	134	134	109	761	870
47	Montreal and Province Line	....	....	....	....	....	....
48	Montreal and Vermont Junction	....	....	....	....	....	....
49	Morrissey, Fernie and Michel	....	....	....	....	....	....

for the Year ending June 30, 1910—*Continued.*

TURES.

88	89	90	91	92	93	94	95	96	
IRON AND STEEL RAILS.			OTHER CASTINGS AND MACHINERY.			BAR AND SHEET METAL.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
1	357	358	313	1,263	1,576	3	96	99	1
2	982	984	66	157	223	....	20	20	2
....	4	4	146	767	913	....	....	....	3
....	709	709	282	1,893	2,175	....	....	....	4
71	....	71	464	179	643	....	....	....	5
....	....	....	29	....	29	....	....	....	6
....	....	....	....	....	....	....	....	....	7
....	....	....	1,167	....	1,167	57	....	57	8
....	....	....	2,625	....	2,625	....	....	....	9
....	....	....	....	170	170	....	70	70	10
2,041	12,188	14,229	36,608	190,059	226,667	5,167	170,325	175,492	11
121,542	12,815	134,357	230,212	24,677	254,889	11,951	937	12,888	12
600	....	600	422	....	422	157	....	157	13
74,268	89,215	163,483	23,347	9,992	33,339	3,176	1,588	4,764	14
2,804	1,876	4,680	807	879	1,686	474	136	610	15
....	4,539	4,539	1,117	2,215	3,332	....	....	....	16
51,691	72,749	124,440	89,768	169,058	258,826	42,832	61,626	104,458	17
....	....	....	....	....	....	....	....	....	18
....	....	....	....	....	....	....	....	....	19
....	....	....	....	....	....	....	....	....	20
271	761	1,032	454	1,121	1,575	283	20	303	21
712	....	712	548	27	575	80	....	80	22
....	....	....	....	....	....	....	....	....	23
366	....	366	709	900	1,609	195	181	376	24
....	44	44	70	....	70	....	20	20	25
....	76	76	22	155	177	....	....	....	26
64,479	113,732	178,211	55,525	153,197	208,722	35,340	81,061	116,401	27
1,252	3,965	5,217	1,515	2,852	4,367	369	728	1,097	28
1	1,019	1,020	664	780	1,444	....	....	....	29
102	....	102	125	37	162	116	3	119	30
....	30	30	53	156	209	....	....	....	31
....	....	....	15	20	35	....	....	....	32
....	....	....	10	12	22	....	....	....	33
....	....	....	....	....	....	....	....	....	34
....	....	....	....	....	....	....	....	....	35
23	3	26	367	781	1,148	....	20	20	36
....	....	....	508	....	508	....	....	....	37
....	....	....	....	....	....	....	....	....	38
31	684	715	2,122	1,768	3,890	1,138	1,008	2,146	39
....	23	23	71	139	210	....	3	3	40
984	....	984	591	....	59	72	....	72	41
....	294	294	43	314	357	....	36	36	42
95	2,485	2,580	238	334	572	36	173	209	43
86	....	86	365	33	398	3,031	....	3,031	44
....	....	....	....	....	....	....	....	....	45
29	7,181	7,210	702	17,828	18,530	16	984	1,000	46
....	....	....	....	493	493	....	....	....	47
....	....	....	....	3,976	3,976	....	....	....	48
....	....	....	....	....	....	....	....	....	49

Table 11.—Summary of Freight Traffic Movement

	81	82	83	84	85	86	87
		MANUFAC					
		Naval Stores.			Iron, Pig and Bloom.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
50	Napierville Junction	....	....	....	15	18	33
51	Nelson and Fort Sheppard	....	....	....	....	....	....
52	New Brunswick Coal and Ry. Co.	....	....	....	....	....	....
53	New Brunswick and Prince Edward Island	....	....	....	....	....	....
54	New Brunswick Southern	1	....	1	....	....	....
55	New Westminster Southern	....	....	....	....	....	....
56	North Shore	....	....	....	....	....	....
57	Nova Scotia Steel and Coal Co.	....	....	....	....	....	....
58	Orford Mountain	....	....	....	5	3	8
59	Ottawa and New York	11	233	244	95	433	528
60	Père Marquette, in Canada	2,713	280	2,993	7,971	4,384	12,355
61	Phillipsburg Ry. and Quarry Co.	....	....	....	....	....	....
62	Princeton Branch of Wash. Co. Ry.	....	....	....	645	....	645
63	Quebec Central	....	....	....	....	3,190	3,190
64	Quebec and Lake St. John	....	....	....	....	....	....
65	Quebec Railway, Light and Power Co	2	....	2	334	23	357
66	Quebec, Montreal and Southern	12	57	69	635	840	1,475
67	Red Mountain	....	....	....	....	....	....
68	Rutland and Noyan	....	....	....	....	....	....
69	Salisbury and Albert	....	....	....	....	....	....
70	Schomberg and Aurora	....	....	....	....	....	....
71	Stanstead, Shefford and Chambly	....	....	....	....	1,210	1,210
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	....	1,411	1,411	....	1,234	1,234
74	St. Martins	....	....	....	....	....	....
75	Sydney and Louisburg, Dom. Coal Co	....	....	....	....	....	....
76	Spokane and British Columbia	....	....	....	....	....	....
77	Temiscouata	....	....	....	9	150	159
78	Temiskaming and Northern Ontario	....	....	....	....	....	....
79	Thousand Islands	....	....	....	46	4,786	4,832
80	Toronto, Hamilton and Buffalo	....	....	....	9,629	19,295	28,924
81	Vancouver, Victoria and Eastern	....	....	....	53	....	53
82	Victoria and Sidney, B.C	....	....	....	....	99	99
83	Victoria Terminal and Ferry Co	....	....	....	111	....	111
84	Wabash, in Canada	240	....	240	15,464	....	15,464
85	Wellington Colliery Co.	....	....	....	....	....	....
86	York and Carleton	....	....	....	....	....	....
	Final total	4,344	32,663	37,007	383,066	506,815	889,881

for the Year ending June 30, 1910.—*Continued.*

TURES—*Continued.*

88	89	90	91	92	93	94	95	96	
IRON AND STEEL RAILS.			OTHER CASTINGS AND MACHINERY.			BAR AND SHEET METAL.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
233	....	233	7	854	861	....	1,295	1,295	50
223	....	223	134	....	134	52	....	52	51
....	....	....	....	....	....	....	....	....	52
....	230	230	....	135	135	....	150	150	53
....	....	....	225	18	243	75	1	76	54
45	....	45	118	....	118	88	....	88	55
....	....	....	....	....	....	....	....	....	56
38	....	38	53	4	57	....	3	3	57
....	....	....	31	164	195	....	53	53	58
....	547	547	503	598	1,101	73	2,904	2,977	59
169	1,679	1,848	11,702	4,337	16,039	6,275	2,472	8,747	60
....	....	....	....	632	632	....	....	....	61
....	....	....	125	....	125	6	....	6	62
....	3,900	3,900	1,500	1,234	2,734	....	4,556	4,556	63
....	175	175	1,150	3,453	4,603	....	....	....	64
23	....	23	305	121	426	73	8	81	65
151	200	351	359	1,365	1,724	122	1,957	2,079	66
48	....	48	28	....	28	21	....	21	67
....	251	251	....	146	146	....	....	....	68
....	....	....	....	....	....	....	....	....	69
....	....	....	....	....	....	....	....	....	70
....	....	....	....	....	....	....	....	....	71
....	....	....	....	....	....	....	....	....	72
6	863	869	466	8,380	8,846	1	2,940	2,941	73
....	....	....	80	100	180	....	....	....	74
610	280	890	40	120	160	8	160	168	75
....	....	....	4	17	21	....	....	....	76
37	8,138	8,175	608	713	1,321	24	1,382	1,406	77
325	30,112	30,437	....	....	....	1,578	3,504	5,082	78
....	....	....	50	....	50	1,097	2,972	4,069	79
131	3,872	4,003	9,245	53,421	62,666	5,470	55,286	60,756	80
1,599	....	1,599	4,990	....	4,990	2,263	....	2,263	81
....	13	13	13	265	278	....	102	102	82
5	10	15	107	170	277	78	14	92	83
15,986	....	15,986	42,802	....	42,802	48,310	....	48,310	84
....	....	....	....	....	....	....	....	....	85
....	....	....	....	....	....	....	....	....	86
341,080	376,001	717,081	526,735	662,479	1,189,214	170,107	398,794	568,901	

TABLE 11.—SUMMARY of Freight Traffic Movement

	97	98	99	100	101	102	103
		MANUFAC					
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	1,528	1,832	3,360	679	1,008	1,687
2	Algoma Central and Hudson Bay	8	38	46			
3	Atlantic and Lake Superior	46	109	155	13	25	38
4	Atlantic, Quebec and Western	113	455	568		10	10
5	Bay of Quinte	28,365	336	28,701	140	300	440
6	Bedlington and Nelson						
7	Bessemer and Barry's Bay						
8	Brandon, Saskatchewan and Hudson Bay	724		724	729	17	746
9	British Yukon	357		357			
10	Brockville, Westport and Northwestern	826	228	1,054		158	158
11	Canada Southern	8,660	78,857	87,517	9,404	39,864	49,268
	Canadian Government :—						
12	Intercolonial	47,360	64,161	111,521	2,969	6,616	9,585
13	Prince Edward Island	1,823		1,823	665		665
14	Canadian Northern	61,779	56,241	118,020	35,690	15,169	50,859
15	Canadian Northern, Ontario	1,520	2,258	3,778	2,574	65	2,639
16	Canadian Northern, Quebec	59,805	25,029	84,834		536	536
17	Canadian Pacific	487,079	240,307	727,386	95,474	72,256	167,730
18	Cape Breton		5	5			
19	Caraquet		250	250		50	50
20	Carillon and Grenville						
21	Central Ontario	391	8,522	8,913	12	87	99
22	Crowsnest Southern	1,730		1,730			
23	Cumberland Railway and Coal Co.						
24	Dominion Atlantic	7,835	362	8,197	572	19	591
25	Elgin and Havelock	120	20	140		10	10
26	Eastern British Columbia		175	175			
27	Grand Trunk	430,192	264,554	694,746	59,463	21,911	81,380
28	Grand Trunk, Canada Atlantic	44,519	21,219	65,738	1,097	1,756	2,853
29	Halifax and Southwestern	1,547	225	1,772	35	24	59
30	Hereford	8,583	215	8,798	57	13	70
31	Inverness Railway and Coal Co.	11	185	196	3		3
32	Irondale, Bancroft and Ottawa		31	31		15	15
33	Kaslo and Slocan						
34	Kent Northern						
35	Kettle River Valley						
36	Kingston and Pembroke	681	782	1,463	35	15	50
37	Klondike Mines						
38	Liverpool and Milton						
39	London and Port Stanley	9,379	6,311	15,690	123	723	846
40	Lotbinière and Megantic	279	48	327	6	47	53
41	Manitoulin and North Shore	124		124	1		1
42	Maritime Coal, Ry. and Power Co.	6	960	9 6		7	7
43	Massawippi Valley	128	487	615	34	30	64
44	Manitoba Great Northern	127		127	799		799
45	Moncton and Buctouche						
46	Montreal and Atlantic	7,696	6,364	14,060	551	1,195	1,746
47	Montreal and Province Line	594	1,579	2,173			
48	Montreal and Vermont Junction	15	112	127		79	79
49	Morrissey, Fernie and Michel						

for the Year ending June 30, 1910—*Continued.*

TURES.—*Continued.*

104	105	106	107	108	109	110	111	112	
Wagons, Carriages, Tools, &c.			Wines, Liquors and Beers.			Household Goods and Furniture.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
99	334	433	4	65	69	1,774	1,460	3,234	1
59	19	78	10	1	11	5	22	27	2
25	50	75	37	146	183	118	31	149	3
39	34	73	11	32	43	103	37	140	4
635	465	1,100	7	63	70	373	40	413	5
....	....	....	....	....	....	....	....	....	6
....	....	....	....	....	....	....	....	....	7
276	....	276	16	....	16	151	....	151	8
....	....	....	507	....	507	39	....	39	9
....	37	37	35	60	95	106	283	389	10
20,652	18,860	39,512	1,592	12,920	14,512	2,715	17,672	20,387	11
....	....	....	....	....	....	3,492	6,407	9,899	12
212	....	212	263	....	263	445	....	445	13
7,988	4,440	12,428	12,441	2,485	14,926	50,049	19,294	69,343	14
219	140	359	695	327	1,022	1,016	173	1,189	15
....	1,194	1,194	850	17,083	17,933	926	1,244	2,169	16
24,767	19.113	43,880	61.314	32,434	93,748	110,994	36,174	147,168	17
....	....	....	....	2	2	....	13	13	18
....	30	30	....	75	75	....	....	....	19
....	....	....	....	....	....	....	....	....	20
15	7	22	17	604	621	503	222	725	21
5	....	5	....	....	....	70	....	70	22
....	....	....	....	....	....	....	....	....	23
333	....	333	142	28	170	1,551	171	1,722	24
....	....	....	250	10	260	16	16	32	25
....	....	....	....	....	....	....	18	18	26
19,223	12,411	31,634	31,197	18,571	49,768	54,992	17,006	71,998	27
2.706	447	3,153	1,537	3,389	4.926	1,899	825	2,724	28
58	62	120	1,080	11	1,091	499	521	1,020	29
34	1	35	32	66	98	634	26	660	30
2	8	10	28	115	143	95	29	124	31
....	14	14	....	57	57	139	28	167	32
....	....	....	....	....	....	....	....	....	33
15	....	15	....	....	....	12	....	12	34
....	....	....	....	....	....	....	....	....	35
260	24	284	300	449	749	665	59	724	36
....	....	....	....	....	....	....	....	....	37
....	....	....	....	....	....	....	....	....	38
2,675	1,198	3,873	1,353	342	1,695	1,353	608	1,961	39
5	13	18	....	11	11	90	53	143	40
4	....	4	40	....	40	36	....	36	41
1	15	16	1	71	72	50	86	136	42
255	131	386	119	133	252	385	5,729	6,114	43
394	....	394	30	....	30	143	10	153	44
....	....	....	....	....	....	....	....	....	45
70	411	481	515	4,389	4,904	1,620	2,897	4,517	46
....	....	....	....	38	38	206	....	206	47
....	....	....	....	276	276	12	1,721	1,733	48
....	....	....	....	....	....	....	....	....	49

TABLE No. 11.—SUMMARY of Freight Traffic Movement

	97	98	99	100	101	102	103
		MANUFAC					
		CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
Number	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
50	Napierville Junction	50	1,421	1,471	....	43	43
51	Nelson and Fort Sheppard	219	....	219	16	....	16
52	New Brunswick Coal and Ry. Co.	....	....	....	....	....	....
53	New Brunswick and P. E. Island	....	175	175	....	400	400
54	New Brunswick Southern	528	....	528	15	1	16
55	New Westminster Southern	471	....	471	....	....	....
56	North Shore	....	....	....	....	....	....
57	Nova Scotia Steel and Coal Co.	....	10	10	....	8	8
58	Orford Mountain	3	244	247	1	56	57
59	Ottawa and New York	7,490	2,230	9,720	37	43	80
60	Père Marquette (in Canada)	51,725	15,483	67,208	678	1,772	2,450
61	Phillipsburg Railway and Quarry Co.	....	555	555	....	....	....
62	Princeton Branch Wash'n Co. Ry.	3,399	....	3,399	....	....	....
63	Quebec Central	24,386	....	24,386	....	6,379	6,379
64	Quebec and Lake St. John	7,201	4,242	11,443	....	445	445
65	Quebec Ry., Light and Power Co.	5,573	50	5,623	54	5	59
66	Quebec, Montreal and Southern	2,715	2,767	5,482	....	37	37
67	Red Mountain	222	....	222	....	....	....
67	Rutland and Noyan	....	363	363	....	....	....
69	Salisbury and Albert	....	....	....	....	....	....
70	Schomberg and Aurora	....	283	283	....	12	12
71	Stanstead, Shefford and Chambly	19	468	487	....	236	236
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	28	8,825	8,853	1	525	526
74	St. Martins	....	....	....	....	....	....
75	Sydney and Louisburg (Dom. Coal Co.)	840	208	1,048	....	....	....
76	Spokane and British Columbia	....	....	....	....	....	....
77	Temiscouata	272	771	1,043	169	119	288
78	Temiskaming and Northern Ontario	11,198	14,423	25,621	2,083	3,154	5,237
79	Thousand Islands	106	581	687	....	21	21
80	Toronto, Hamilton and Buffalo	2,723	17,604	20,327	38,405	1,000	39,405
81	Vancouver, Victoria and Eastern	5,884	132	6,016	363	....	363
82	Victoria and Sidney, B C.	600	62	662	....	240	240
83	Victoria Terminal and Ferry Co	55	676	731	161	89	250
84	Wabash (in Canada)	60,770	....	60,770	5,224	....	5,224
85	Wellington Colliery Co.	....	....	....	....	....	....
86	York and Carleton	100	577	677	....	....	....
	Total	1,400,527	854,407	2,254,934	258,332	176,596	434,928

for the Year ending June 30, 1910—*Continued.*

TURES—*Continued.*

101	105	106	107	108	109	110	111	112	
WAGONS, CARRIAGES, TOOLS, &c.			WINES, LIQUORS AND BEERS.			HOUSEHOLD GOODS AND FURNITURE.			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freght Tonnage.	Number.
...	6	6	...	...	...	62	16	78	50
51	...	51	31	12	43	42	5	47	51
...	...	...	...	...	...	...	...	...	52
...	...	...	...	130	130	...	...	...	53
...	10	10	223	1	224	69	2	71	54
12	...	12	...	...	...	10	...	10	55
...	...	...	...	...	...	...	...	...	56
2	3	5	...	2	2	2	4	6	57
1	17	18	22	56	78	58	51	109	58
35	37	72	1,407	98	1,505	1,268	222	1,490	59
14,754	2,938	17,692	7,462	839	8,301	7,462	1,492	8,954	60
...	...	...	...	...	...	...	13	13	61
7	...	7	...	...	...	6	...	6	62
...	1,823	1,823	3,418	1,367	4,785	2,848	5,468	8,316	63
...	232	232	97	198	295	223	110	333	64
10	1	11	1,832	3	1,835	164	66	230	65
69	99	168	56	172	228	197	129	326	66
...	...	...	120	...	120	...	...	...	67
...	...	...	...	...	...	...	109	109	68
...	...	...	...	...	...	...	...	...	69
...	...	...	...	111	111	...	11	11	70
...	...	...	...	641	641	23	193	216	71
...	...	...	...	...	...	...	...	...	72
...	1,050	1,050	5	1,340	1,345	1,088	656	1,744	73
...	...	...	...	...	...	...	10	10	74
...	...	...	...	...	...	140	160	300	75
...	...	...	11	...	11	...	12	12	76
87	238	325	217	605	822	196	150	346	77
373	2,151	2,524	312	921	1,233	882	1,505	2,387	78
...	28	28	...	...	...	32	...	32	79
2,350	333	2,683	313	813	1,126	455	586	1,041	80
865	...	865	663	...	663	3,512	...	3,512	81
...	169	169	...	504	504	59	255	314	82
79	90	169	271	251	522	83	205	288	83
4,733	...	4,733	12,426	...	12,426	8,170	...	8,170	84
...	...	...	...	...	...	...	...	...	85
...	...	...	...	...	...	...	...	...	86
104,454	68,683	173,137	143,309	102,317	245,626	264,326	124,305	388,631	

TABLE 11.—SUMMARY of Freight Traffic

	113	114	115	116	117	118	119
		MANUFACTURES—*Con.*			MERCHANDISE.		
		OTHER MANUFACTURES.					
Number.	Name of Railway.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.	....	....	....	4,796	2,351	7,147
2	Algoma Central and Hudson Bay	....	....	....	1,821	170	1,991
3	Atlantic and Lake Superior	86	76	162	....	....	....
4	Atlantic, Quebec and Western	....	....	....	249	392	641
5	Bay of Quinté	792	872	1,664	....	....	——
6	Bedlington and Nelson	....	....	....	62	....	62
7	Bessemer and Barry's Bay	....	....	....	....	....	....
8	Brandon, Sask. and Hudson Bay	420	179	599	1,591	104	1,695
9	British Yukon	....	....	....	7,793	....	7,793
10	Brockville, Westport and Northwestern	1,010	2,528	3,538	570	934	1,504
11	Canada Southern	100,234	929,126	1,029,360	....	....	....
12	Canadian Govt.—Intercolonial	....	....	....	....	....	....
13	" " P.E. Island	....	....	....	....	....	....
14	Canadian Northern	26,240	52,692	78,932	12,812	67,531	80,343
15	Canadian Northern, Ontario	1,697	540	2,237	3,425	286	3,711
16	Canadian Northern, Quebec	6,201	6,945	13,146	....	....	....
17	Canadian Pacific	....	....	....	194,506	319,766	514,272
18	Cape Breton	....	....	....	19	236	255
19	Caraquet	....	....	....	520	2,460	2,980
20	Carillon and Grenville	....	....	....	4	8	12
21	Central Ontario	7,532	8,300	15,832	12,083	9,085	21,168
22	Crowsnest Southern	558	....	558	1,293	42	1,335
23	Cumberland Railway and Coal Co	....	....	....	....	....	....
24	Dominion Atlantic	....	....	....	4,564	4,566	9,130
25	Elgin and Havelock	494	333	827	....	560	560
26	Eastern British Columbia	....	....	....	25	315	340
27	Grand Trunk	119,482	140,048	259,530	557,309	455,419	1,012,728
28	Grand Trunk, Canada Atlantic	26,064	8,800	33,864	62,053	53,186	115,239
29	Halifax and Southwestern	18,745	201	18,946	....	....	....
30	Hereford	564	50	614	1,637	1,380	3,017
31	Inverness Railway and Coal Co	....	....	....	120	60	180
32	Irondale, Bancroft and Ottawa	....	....	....	15	770	785
33	Kaslo and Slocan	....	14	14	963	197	1,160
34	Kent Northern	....	....	....	....	2,360	2,360
35	Kettle River Valley	100	....	100	230	....	230
36	Kingston and Pembroke	....	....	....	13,815	3,410	17,225
37	Klondike Mines	....	....	....	1,275	....	1,275
38	Liverpool and Milton	1,208	....	1,208	....	....	....
39	London and Port Stanley	6,827	5,342	12,169	61,318	2,528	63,846
40	Lotbinière and Megantic	12	71	83	148	764	912
41	Manitoulin and North Shore	....	....	....	720	....	720
42	Maritime Coal Ry. and Power Co.	....	....	....	....	....	....
43	Massawippi Valley	16,352	1,086	17,438	1,148	4,550	5,698
44	Manitoba Great Northern	2,472	....	2,472	675	57	732
45	Moncton and Buctouche	288	3,821	4,109	....	....	....
46	Montreal and Atlantic	....	....	....	713	19,478	20,191
47	Montreal and Province Line	....	....	....	3,798	12,694	16,492
48	Montreal and Vermont Junction	....	....	....	464	5,963	6,427
49	Morrissey, Fernie and Michel	....	....	....	6,318	....	6,318

Movement for the Year ending June 30, 1910—*Continued.*

120	121	122	123	124	125	A	B	C	
MISCELLANEOUS.			RECAPITULATION.			—			
OTHER COMMODITIES.			GRAND TOTAL.			— —			
Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
2,730	28,180	30,910	72,170	105,920	178,090	...	...	...	1
621	279	900	268,580	9,366	277,946	...	...	...	2
3,110	6,958	10,068	15,858	15,311	31,169	...	...	...	3
...	564	561	4,069	10,905	14,974	...	...	...	4
14,859	21,451	36,310	78,145	80,952	159,097	...	...	...	5
...	...	...	6,542	58	6,600	...	...	...	6
...	...	...	24,975	...	24,975	...	...	...	7
1,148	60	1,208	66,263	360	66,623	...	...	...	8
410	...	410	23,744	...	23,744	...	...	...	9
98	118	216	8,959	13,497	22,456	...	...	...	10
50,733	456,595	507,328	692,134	6,060,113	6,752,247	...	...	...	11
293,246	120,028	413,274	2,838,061	1,145,993	3,984,054	...	...	...	12
33,376	...	33,376	103,100	...	103,100	...	...	...	13
165,323	77,146	242,469	2,987,236	822,620	3,809,856	...	...	...	14
4,364	12,789	17,153	389,194	42,067	431,261	...	...	...	15
47,970	18,290	66,260	292,213	348,839	641,052	...	...	...	16
1,859,963	921,832	2,781,795	14,456,851	6,094,517	20,551,368	...	...	...	17
764	327	1,091	1,543	1,326	2,869	...	...	...	18
...	910	910	16,384	9,834	26,218	...	...	...	19
...	...	...	13	32	45	...	...	...	20
1,013	1,014	2,027	190,995	82,148	273,143	...	...	...	21
642	51	693	78,291	145,875	224,166	...	...	...	22
727	5,685	6,412	79,346	13,418	92,764	...	...	...	23
27.225	10.325	37,550	282,205	60,052	342,257	...	...	...	24
...	217	217	10,394	3,137	13,531	...	...	...	25
...	197	197	111,162	1,326	112,488	...	...	...	26
780,335	1,006,233	1,786,568	6.088,300	10,663,043	16,751,343	...	...	...	27
46,413	53,934	100,347	1,117,820	417,164	1,534,984	...	...	...	28
14,215	4,481	18,696	189,876	23,974	213,850	...	...	...	29
141	...	141	162,202	3,026	165,228	...	...	...	30
559	3,473	4,032	280,365	10,293	290,658	...	...	...	31
79	...	79	26.679	2,428	29,107	...	...	...	32
...	...	...	14,834	247	15,081	...	...	...	33
...	...	...	2,701	4,260	6,961	...	...	...	34
...	...	...	2,104	...	2,104	...	...	...	35
4,192	1,390	5,582	79,134	27,849	106,983	...	...	...	36
...	...	...	14,961	...	14,961	...	...	...	37
650	...	650	40,503	...	40,503	...	...	...	38
20,388	13,383	33,771	296,202	190,100	486,302	...	...	...	39
57	71	128	53,275	2,599	55,874	...	...	...	40
450	...	450	412,456	30	412,486	...	...	...	41
146	825	971	190,566	8,734	199,300	...	...	...	42
7,824	21,090	28,914	125,039	368,680	493.719	...	...	...	43
2,507	5	2,512	61,205	41,231	102,436	...	...	...	44
...	...	...	21,031	8,224	29,255	...	...	...	45
13,771	299,858	313,629	143,048	967,516	1,110,564	...	...	...	46
389	4,634	5,023	15,187	58,618	73,805	...	...	...	47
935	10,873	11,808	2,293	92,622	94,915	...	...	...	48
...	...	...	554,515	18,634	573,149	...	...	...	49

TABLE 11.—SUMMARY of Freight Traffic

Number.	113	114	115	116	117	118	119
		MANUFACTURES—*Con.*			MERCHANDISE.		
		OTHER MANUFACTURES.			—		
	Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
50	Napierville Junction	....	462	462	163	745	908
51	Nelson and Fort Sheppard	466	....	466	2,082	52	2,134
52	New Brunswick Coal and Ry. Co	3,560	9,330	12,890	....	....	....
53	New Brunswick and P. E. Island	....	10	10	....	1,640	1,640
54	New Brunswick Southern	....	....	....	73	....	73
55	New Westminster Southern	113	....	113	3,612	....	3,612
56	North Shore	....	....	....	....	....	....
57	Nova Scotia Steel and Coal Co	....	85	85	10	85	95
58	Orford Mountain	71	....	71	45	281	326
59	Ottawa and New York	16,576	8,387	24,963	....	....	....
60	Pére Marquette (in Canada)	37,649	13,104	50,753	338,161	6,203	344,364
61	Phillipsburg Ry. and Quarry Co	....	....	....	....	60	60
62	Princeton Br'ch of Washington Co. Ry	49,884	....	49,884	4,789	....	4,789
63	Quebec Central	24,232	7,491	31,723	13,670	43,780	57,450
64	Quebec and Lake St. John	1,767	8,837	10,604	2,613	2,887	5,500
65	Quebec Ry., Light and Power Co.	7,033	370	7,403	....	....	....
66	Quebec, Montreal and Southern	259	12,188	12,447	7,054	8,996	16,050
67	Red Mountain	67	....	67	632	....	632
68	Rutland and Noyan	....	1,835	1,835	....	7	7
69	Salisbury and Albert	156	1,200	1,356	....	....	....
70	Schomberg and Aurora	....	106	106	69	216	285
71	Stanstead, Shefford and Chambly	....	....	....	253	9,394	9,647
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	767	46,415	47,182	....	....	....
74	St. Martins	....	....	....	145	1,700	1,845
75	Sydney & Louisburg (Dom. Coal Co.)	20	300	320	....	....	....
76	Spokane and British Columbia	50	20	70	41	37	78
77	Temiscouata	....	....	....	573	939	1,512
78	Temiskaming and Northern Ontario	9,552	19,058	28,610	8,680	12,493	21,173
79	Thousand Islands	....	....	....	....	....	....
80	Toronto, Hamilton and Buffalo	35,192	82,981	108,173	....	....	....
81	Vancouver, Victoria and Eastern	10,963	....	10,963	17,064	372	17,436
82	Victoria and Sidney, B.C.	86	1,121	1,207	60	177	237
83	Victoria Terminal and Ferry Co	258	1,129	1,387	183	677	860
84	Wabash Railway Co. (in Canada)	93,832	....	93,832	96,952	....	96,952
85	Wellington Colliery Co	....	2,157	2,157	....	....	....
86	York and Carleton	....	....	....	26	25	51
	Final total	619,931	1,377,610	1,997,541	1,455,802	1,062,388	2,518,190

Movement for the Year ending June 30, 1910—*Concluded.*

120	121	122	123	124	125	A	B	C	
MISCELLANEOUS.			RECAPITULATION.			—			
OTHER COMMODITIES.			GRAND TOTAL.			—			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Number.
26	457	483	5,910	222,969	228,879	...	...	...	50
437	20	457	28,220	10,274	38,494	...	...	...	51
...	...	...	56,967	10,670	67,637	...	...	...	52
2,935	...	2,935	26,875	9,425	36,300	...	...	...	53
5,902	240	6,142	20,108	454	20,562	...	...	...	54
74	...	74	40,644	...	40,644	...	...	...	55
...	...	...	8,173	...	8,173	...	...	...	56
...	...	...	6,039	1,070	7,109	...	...	...	57
103	455	558	22,472	4,534	27,006	...	...	...	58
1,162	1,447	2,609	40,821	100,665	141,486	...	...	...	59
112,437	32,831	145,268	1,695,893	466,354	2,162,247	...	...	...	60
...	...	...	5,401	7,880	13,281	...	...	...	61
151	...	151	160,474	...	160,474	...	...	...	62
3,418	13,670	17,088	545,913	142,238	688,151	...	...	...	63
18,640	24,957	43,597	160,206	99,928	260,134	...	...	...	64
852	336	1,188	103,248	8,069	111,317	...	...	...	65
276	1,916	2,192	62,238	210,808	273,046	...	...	...	66
99	...	99	19,570	152	19,722	...	...	...	67
...	1,434	1,434	222	170,722	170,944	...	...	...	68
173	700	873	47,358	7,242	54,600	...	...	...	69
115	28	143	5,349	2,839	8,188	...	...	...	70
1,386	12,192	13,578	2,996	117,301	120,297	...	...	...	71
...	...	...	...	...	...	...	...	...	72
191	4,877	5,068	10,237	659,327	669,564	...	...	...	73
...	...	...	16,155	2,560	18,715	...	...	...	74
17,120	60,966	78,086	2,563,591	97,053	2,660,644	...	...	...	75
...	...	...	14,603	632	15,235	...	...	...	76
3,389	5,452	8,841	112,029	26,225	138,254	...	...	...	77
6,049	8,118	14,167	367,056	325,331	692,387	...	...	...	78
9,871	4,620	14,491	15,179	19,334	34,513	...	...	...	79
18,974	139,139	158,113	190,902	1,452,817	1,643,719	...	...	...	80
8,773	102	8,875	1,153,398	4,340	1,157,738	...	...	...	81
643	2,114	2,757	22,297	13,469	35,766	...	...	...	82
611	1,636	2,247	7,022	27,230	34,252	...	...	...	83
36,928	...	36,928	1,366,666	...	1,366,666	...	...	...	84
...	...	...	375,572	2,988	378,560	...	...	...	85
...	...	...	7,285	1,216	8,501	...	...	...	86
3,652,108	3,420,970	7,073,078	42,279,812	32,203,054	74,482,866	...	...	...	

TABLE 12.—SUMMARY of Equipment for the Year ending June 30, 1910.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		Locomotives.					Cars in Passenger Service.										
Number.	Name of Railway.	Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class	Combi-nation.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.	Number.
1	Alberta Railway and Irrigation Co.	3	3	2	8	....	6	....	....	....	....	....	....	2	....	8	1
2	Algoma Central and Hudson Bay	3	6	9	18	....	4	....	3	....	....	....	....	....	....	7	2
3	Atlantic and Lake Superior	2	3	....	5	....	....	....	3	....	....	....	....	....	....	3	3
4	Atlantic, Quebec and Western	2	3	....	5	....	....	....	1	....	....	....	....	1	3	5	4
5	Bay of Quinte	3	4	....	7	....	6	....	2	....	....	....	....	3	....	11	5
6	Bedlington and Nelson	....	1	....	1	....	1	....	....	....	....	....	....	....	....	1	6
7	Bessemer and Barry's Bay	....	2	....	2	....	....	....	....	....	....	....	....	....	....	....	7
8	Brandon, Saskatchewan and Hudson Bay	....	2	....	2	....	3	....	....	....	....	....	....	....	....	3	8
9	British Yukon	....	11	....	11	....	12	....	....	....	....	....	....	3	....	15	9
10	Brockville, Westport and Northwestern	2	2	....	4	....	5	....	....	....	....	....	....	1	4	10	10
11	Canada Southern	55	92	30	177	....	10	48	7	....	2	....	....	23	4	94	11
	Canadian Government Railways—																
12	Intercolonial	115	263	26	404	....	122	41	85	47	9	9	39	73	5	430	12
13	P. E. Island	....	29	2	31	....	22	12	7	....	....	....	....	14	....	55	13
14	Canadian Northern	56	261	12	329	3	58	72	4	6	9	....	23	65	....	237	14
15	Canadian Northern, Ontario	10	12	1	23	23	10	11	4	....	2	2	....	4	....	33	15
16	Canadian Northern, Quebec	12	24	1	37	15	15	18	4	5	....	4	....	8	....	54	16
17	Canadian Pacific	443	935	156	1,534	....	575	167	94	254	78	18	216	420	5	1,827	17
18	Cape Breton	....	2	....	2	....	2	....	....	....	....	....	....	2	....	4	18
19	Caraquet	....	3	....	3	....	2	....	....	....	....	....	....	1	....	3	19
20	Carillon and Grenville	2	....	....	2	....	2	1	2	....	....	....	....	....	....	5	20
21	Crowsnest Southern	....	3	....	3	....	2	....	....	....	....	....	....	....	....	2	21
22	Cumberland Railway and Coal Co.	3	2	1	6	....	4	....	3	....	....	....	....	....	....	7	22
23	Central Ontario	15	....	1	16	....	7	1	....	....	....	....	....	4	....	12	23
24	Dominion Atlantic	11	14	....	25	....	22	....	11	....	1	2	....	15	....	51	24
25	Elgin and Havelock	1	1	....	2	....	1	....	1	....	....	....	....	....	....	2	25
26	Eastern British Columbia	....	2	....	2	....	2	....	....	....	....	....	....	1	....	3	26
27	Grand Trunk	194	602	105	901	7	428	59	97	6	18	14	....	261	2	885	27
28	Grand Trunk (Canada Atlantic)	15	41	5	61	....	15	7	7	....	....	3	....	7	....	39	28
29	Halifax and Southwestern	9	6	1	16	5	17	5	2	....	....	2	....	7	....	33	29
30	Hereford	2	2	....	4	....	1	....	2	....	....	....	....	....	....	3	30
31	Inverness Railway and Coal Co.	2	4	1	7	1	2	....	1	....	....	....	....	1	....	4	31

32	Irondale, Bancroft and Ottawa	2			2	1			2							2	32
33	Kaslo and Slocan	2	1		3			3								3	33
34	Kent Northern	1	1		2		1									1	34
35	Kettle River Valley		3		3				2							2	35
36	Kingston and Pembroke	4	4		8		4	2	2					3	1	12	36
37	Klondike Mines		3		3		1		1							2	37
38	Liverpool and Milton		1		1			1								1	38
39	London and Port Stanley	1	2		3		2		1							3	39
40	Lotbinière and Megantic		3		3			1	1							2	40
41	Manitoulin and North Shore	1	1		2		1		1							2	41
42	Maritime Coal, Railway and Power Co.	1	3		4				1					1	1	3	42
43	Massawippi Valley	5	4	1	10		7							6		13	43
44	Manitoba Great Northern																44
45	Moncton and Buctouche		3		3		2		1							3	45
46	Montreal and Atlantic	6	6		12			7	11			2		3		23	46
47	Montreal and Province Line	1	2		3		2		1							3	47
48	Montreal and Vermont Junction	4	11		15		11		4					3		18	48
49	Morrissey. Fernie and Michel		4		4	1		5								5	49
50	Napierville Junction		1		1				1							1	50
51	Nelson and Fort Sheppard		2		2		3									3	51
52	New Brunswick Coal and Railway Co		4		4				3							3	52
53	New Brunswick and Prince Edward Island		3		3		2	1								3	53
54	New Brunswick Southern	1	2		3		2		2							4	54
55	New Westminster Southern		3		3		20									20	55
56	North Shore	2			2		1									1	56
57	Nova Scotia Steel and Coal Co.		1		1				1							1	57
58	Orford Mountain	3			3		1		2							3	58
59	Ottawa and New York	3			3	3	2		1					1		4	59
60	Père Marquette (in Canada)	15	33	3	51		15	6	2					5		28	60
61	Phillipsburg Railway and Quarry Co.		1		1				1							1	61
62	Princeton Branch of Washington County Ry.		1		1		1		1							2	62
63	Quebec Central	10	13		23		13	6	7		2			10		38	63
64	Quebec and Lake St. John	10	13	3	26	3	13	8	4				5	4		34	64
65	Quebec Railway, Light and Power Co.	5			5		4	2	2					2	12	22	65
66	Quebec. Montreal and Southern	7	10		17		7		6							13	66
67	Red Mountain		1		1		1									1	67
68	Rutland and Noyan	1	1		2	2	2		1					1		4	68
69	Salisbury and Albert		5		5		1							2		3	69
70	Schomberg and Aurora	1			1	1	1		1							2	70
71	Stanstead, Shefford and Chambly	2	4		6		4	2						1		7	71
72	St. Clair Tunnel																72
73	St. Lawrence and Adirondack	4	5		9	5	6		1							7	73
74	Sydney and Louisburg (Dominion Coal Co.)	2	13	11	26		2	1	3							6	74
75	Spokane and British Columbia		3		3				2							2	75
76	St. Martins		2		2		1		1							2	76
77	Temiscouata	5	4		9		2	2	2					2		8	77
78	Temiskaming and Northern Ontario	8	24	4	36		14	21						13		48	78
79	Thousand Islands	2			2				1							1	79
80	Toronto, Hamilton and Buffalo	8	12	4	24		9	2	4					2		17	80
81	Vancouver, Victoria and Eastern	1	2		3		43									43	81

TABLE 12.—SUMMARY of Equipment for the Year ending June 30, 1910—*Continued.*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		LOCOMOTIVES.					CARS IN PASSENGER SERVICE.										
Number.	Name of Railway.	Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.	Number.
82	Victoria and Sidney, B. C.	.....	2	.....	2	.....	2	.....	1	.....	.....	.....	.....	.....	.....	3	82
83	Victoria Terminal Railway and Ferry Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83
84	Wabash (in Canada)	11	49	3	63	.....	4	.....	16	.....	2	13	.....	3	.....	38	84
85	Wellington Colliery Co	.....	.....	6	6	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	85
86	York and Carleton	1	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2	86
	Totals	1,090	2,601	388	4,079	71	1,564	512	435	318	123	69	283	979	37	4,320	

TABLE 12.—SUMMARY of Equipment for the Year ending June 30, 1910.—*Continued.*

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
Number.	Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in Service.	Cars leased	Number.
		Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other Road.	Total.			
1	Alberta Railway and Irrigation Co	4	11		47				62	3		5	3	4	15	85		1
2	Algoma Central and Hudson Bay	32	376		27			235	670	1	82	2	11	18	114	791		2
3	Atlantic and Lake Superior	4	10						14					5	5	22		3
4	Atlantic, Quebec and Western										22			25	47	52		4
5	Bay of Quinte	17	126						143		20		2	3	25	179		5
6	Bedlington and Nelson							1	1							2		6
7	Bessemer and Barry's Bay		1		2				3							3		7
8	Brandon, Saskatchewan and Hudson Bay							177	177							180		8
9	British Yukon	97	74	33	12		4		220	1		1	8	3	13	248		9
10	Brockville, Westport and Northwestern	8	6	1	2				17					1	1	28		10
11	Canada Southern	1,412	176	19	36	32			1,675			3	75	109	187	1,956		11
	Canadian Government Railways—																	
12	Intercolonial	6,784	2,992	144	1,543	40	143	52	11,698	7	200		114	23	344	12,472		12
13	P. E. Island	313	147	21	22		3	4	510	2				19	21	586		13
14	Canadian Northern	8,086	1,251	410	515		98		10,360	11	4	14	166	409	604	11,201		14
15	Canadian Northern, Ontario	192	433	15	60		2	70	772		3	3	14	22	42	847	831	15
16	Canadian Northern, Quebec	463	144	16	34		9		666	1	49	1	14	63	128	848	411	16
17	Canadian Pacific	34,572	6,883	2,748	2,701	4	1,097	845	48,850	40	1,509	56	867	1,875	4,347	55,024		17
18	Cape Breton		10						10							14		18
19	Caraquet	5	25						30							33		19
20	Carillon and Grenville		2					1	3							8		20
21	Crowsnest Southern							312	312							311		21
22	Cumberland Railway and Coal Co	2	33		485				520				1	1	2	529		22
23	Central Ontario	53	182	11	10				256	1				3	4	272		23
24	Dominion Atlantic	212	214	12	25				463				4	7	11	525		24
25	Elgin and Havelock		6	1					7							9		25
26	Eastern British Columbia	9	10						19				1		1	23		26
27	Grand Trunk	16,054	4,427	1,661	4,344	116	947		27,549	13	687	31	438	860	2.029	30,463		27
28	Grand Trunk, Canada Atlantic	1,689	326	55	80		25		2,175	1	3		12	89	105	2.319		28
29	Halifax and Southwestern	94	211	2	7	1	2		317			1	4	18	23	373	167	29
30	Hereford	60	10						70				2		2	75		30
31	Inverness Railway and Coal Co	8	29		148				185				3	5	8	197		31

TABLE 12.—SUMMARY of Equipment for the Year ending June 30, 1910—*Continued.*

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
		CARS IN FREIGHT SERVICE.								CARS IN COMPANY'S SERVICE.								
Number.	Name of Railway.	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.	Total cars in service.	Cars leased	Number.
32	Irondale, Bancroft and Ottawa	2	28						30					1	1	33	1	32
33	Kaslo and Slocan	26	2					14	42				1	5	6	51		33
34	Kent Northern	1	1						2							3		34
35	Kettle River Valley	5	13					10	28							30		35
36	Kingston and Pembroke	7	43					2	52	1		1	1		3	67		36
37	Klondike Mines	6	17						23							25		37
38	Liverpool and Milton	1	14						15							16		38
39	London and Port Stanley	30	3	3	45				81				2	1	3	87		39
40	Lotbinière and Megantic	2	24						26				1		1	29		40
41	Manitoulin and North Shore	1	99						100		10		1	2	13	115	115	41
42	Maritime Coal Railway and Power Co		2					6	8					2	2	13		42
43	Massawippi Valley	350	150						500				3	3	6	519		43
44	Manitoba Great Northern																	44
45	Moncton and Buctouche	5	38						43					1	1	47		45
46	Montreal and Atlantic	239	210	38			1		488				12	132	144	655		46
47	Montreal and Province Line	43	22		4				69				1	3	4	76		47
48	Montreal and Vermont Junction	264	134	4	23		4	1	430			2	7	17	26	474		48
49	Morrissey, Fernie and Michel	7			50				57				1	1	2	64		49
50	Napierville Junction	20		5					25							26		50
51	Nelson and Fort Sheppard							21	21							24		51
52	New Brunswick Coal and Railway Co.	6	53		10				69				1	1	2	74		52
53	New Brunswick and Prince Edward Island	4	41						45							48		53
54	New Brunswick Southern	6	33					6	45				1		1	50		54
55	New Westminster Southern							37	37							57		55
56	North Shore	1	1		3				5					1	1	7		56
57	Nova Scotia Steel and Coal Co.	2	15		26				43							44		57
58	Orford Mountain	1	11						12					1	1	16		58
59	Ottawa and New York	2	14						16		5		2	2	9	29	29	59
60	Père Marquette (in Canada)	1,322	132	34	610		11		2,109			1	22	16	39	2,176		60
61	Phillipsburg Railway and Quarry Co.		1						1							2		61
62	Princeton Branch of Washington Co. Ry.	25	10						35							37		62
63	Quebec Central	308	325	74	25	2	6		740	2	36	1	7		46	824		63

64	Quebec and Lake St. John	476	186	20	81	....	4	....	767	1	15	1	9	32	58	859	5	64
65	Quebec Railway, Light and Power Co	17	76	1	14	....	....	....	108	....	....	....	1	1	2	132	1	65
66	Quebec, Montreal and Southern	1,395	45	90	....	....	10	....	1,540	....	....	1	4	14	19	1,572	....	66
67	Red Mountain	7	7	....	....	....	....	....	14	....	....	....	1	....	1	16	....	67
68	Rutland and Noyan	50	5	2	2	....	....	....	59	....	....	....	1	....	1	64	64	68
69	Salisbury and Albert	4	29	1	....	....	....	....	34	....	....	....	....	....	....	37	....	69
70	Schomberg and Aurora	....	13	....	....	....	....	....	13	....	....	....	....	....	....	15	....	70
71	Stanstead, Shefford and Chambly	102	52	1	8	....	1	....	164	....	....	....	3	6	9	180	....	71
72	St. Clair Tunnel	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	72
73	St. Lawrence and Adirondack	75	30	....	....	....	....	....	105	....	....	1	3	4	8	120	105	73
74	Sydney and Louisburg (Dominion Coal Co.)	16	64	....	1,413	....	....	....	1,493	....	....	1	8	2	11	1,510	....	74
75	Spokane and British Columbia	5	13	....	....	....	....	10	28	....	....	....	....	....	....	30	....	75
76	St. Martins	1	6	....	....	....	....	....	7	....	....	....	....	....	....	9	....	76
77	Temiscouata	78	61	....	....	....	....	....	139	1	....	....	2	5	8	155	....	77
78	Temiskaming and Northern Ontario	150	486	10	....	....	....	....	646	2	....	....	20	61	83	777	....	78
79	Thousand Islands	....	1	....	....	....	....	....	1	....	....	....	....	....	....	2	....	79
80	Toronto, Hamilton and Buffalo	185	89	10	....	....	....	....	284	1	....	....	9	5	15	316	....	80
81	Vancouver, Victoria and Eastern	....	....	....	....	....	....	206	206	....	....	....	....	....	....	249	..	81
82	Victoria and Sidney, B. C.	2	15	....	....	....	....	....	17	....	....	....	1	....	1	21	....	82
83	Victoria Terminal Railway and Ferry Co.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	83
84	Wabash (in Canada)	559	22	86	94	....	172	....	933	....	....	1	31	11	43	1,014	....	84
85	Wellington Colliery Co.	5	14	....	172	....	....	9	200	....	....	....	....	....	....	201	....	85
86	Yukon and Carleton	....	4	....	....	....	....	....	4	....	....	....	....	....	....	6	....	86
	Totals	75,983	20,769	5,528	12,680	195	2,539	2,019	119,713	89	2,645	127	1,895	3,892	8,648	132,681	1,729	

TABLE 13.—SUMMARY of Cars in Freight Service for the Year

	108	109	110	111	112	113	114
		Box Cars.		Flat Cars.		Stock Cars.	
Number.	Name of Railway.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Alberta Railway and Irrigation Co	4	80	11	220	....	....
2	Algoma Central and Hudson Bay	32	1,130	376	13,305	....	....
3	Atlantic and Lake Superior	4	60	10	150	....	....
4	Atlantic, Quebec and Western	....	....	....	....	....	....
5	Bay of Quinte	17	350	126	2,820	....	....
6	Bedlington and Nelson	....	....	....	....	....	....
7	Bessemer and Barry's Bay	....	....	1	15	....	....
8	Brandon, Saskatchewan and Hudson Bay	....	....	....	....	....	....
9	British Yukon	97	1,868	74	1,408	33	660
10	Brockville, Westport and Northwestern	8	200	6	120	1	20
11	Canada Southern	1,412	47,690	176	4,080	19	380
12	Canadian Govt. Ry.—Intercolonial	6,784	196,205	2,992	75,480	144	3,365
13	" " Prince Edward Island	313	3,130	147	1,470	21	210
14	Canadian Northern	8,086	242,580	1,251	36,475	410	12,120
15	Canadian Northern, Ontario	192	5,760	433	12,990	15	450
16	Canadian Northern, Quebec	463	13,820	144	4,085	16	390
17	Canadian Pacific	34,572	1,025,640	6,883	214,300	2,748	77,635
18	Cape Breton	....	....	10	300	....	....
19	Caraquet	5	75	25	375	....	....
20	Carillon and Grenville	....	....	2	20	....	....
21	Crowsnest Southern	....	....	....	....	....	....
22	Cumberland Railway and Coal Co	2	50	33	430	....	....
23	Central Ontario	53	1,270	182	4,640	11	320
24	Dominion Atlantic	212	4,655	214	5,150	12	240
25	Elgin and Havelock	....	....	6	60	1	10
26	Eastern British Columbia	9	360	10	400	....	....
27	Grand Trunk	16,054	445,320	4,427	114,290	1,661	43,630
28	Grand Trunk, Canada Atlantic	1,689	46,990	326	8,650	55	1,440
29	Halifax and Southwestern	94	2,630	211	5,630	2	40
30	Hereford	60	1,800	10	200	....	....
31	Inverness Railway and Coal Co	8	160	29	870	....	....
32	Irondale, Bancroft and Ottawa	2	40	28	560	....	....
33	Kaslo and Slocan	26	520	2	40	....	....
34	Kent Northern	1	10	1	10	....	....
35	Kettle River Valley	5	125	13	325	....	....
36	Kingston and Pembroke	7	140	43	860	....	....
37	Klondike Mines	6	90	17	255	....	....
38	Liverpool and Milton	1	10	14	140	....	....
39	London and Port Stanley	30	810	3	75	3	90
40	Lotbinière and Megantic	2	45	24	720	....	....
41	Manitoulin and North Shore	1	40	99	3,940	....	....
42	Maritime Coal, Railway and Power Co	....	....	2	40	....	....
43	Massawippi Valley	350	6,950	150	2,750	....	....
44	Manitoba Great Northern	....	....	....	....	....	....
45	Moncton and Buctouche	5	100	38	760	....	....
46	Montreal and Atlantic	239	5,635	210	6,075	38	975
47	Montreal and Province Line	43	745	22	380	....	....
48	Montreal and Vermont Junction	264	7,790	134	3,920	4	80
49	Morrissey, Fernie and Michel	7	280	....	....	....	....
50	Napierville Junction	20	600	....	....	5	150
51	Nelson and Fort Sheppard	....	....	....	....	....	....
52	New Brunswick Coal and Railway Co	6	160	53	1,330	....	....
53	New Brunswick and Prince Edward Island	4	70	41	615	....	....
54	New Brunswick Southern	6	120	33	660	....	....
55	New Westminster Southern	....	....	....	....	....	....
56	North Shore	1	30	1	30	....	....

ending June 30, 1910, showing Number and Aggregate Capacity.

115	116	117	118	119	120	121	122	123	124	
COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
47	940	...	...	...	...	...	...	62	1,240	1
27	830	...	...	...	...	235	11,020	670	26,285	2
...	...	...	...	...	...	...	...	14	210	3
...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	143	3,170	5
...	...	...	...	...	...	1	20	1	20	6
2	40	...	...	...	...	...	...	3	55	7
...	...	...	...	...	...	177	3,540	177	3,540	8
12	240	...	...	4	80	...	...	220	4,256	9
2	40	...	...	...	...	...	...	17	380	10
36	850	32	650	...	...	...	...	1,675	53,650	11
1,543	26,338	40	1,000	143	3,950	52	1,560	11,698	307,898	12
22	330	...	...	3	30	4	40	510	5,210	13
515	21,000	...	...	98	2,940	...	...	10,360	315,115	14
60	3,000	...	...	2	60	70	2,800	772	25,060	15
34	875	...	...	9	230	...	...	666	19,400	16
2,701	120,390	4	80	1,097	30,885	845	27,045	48,850	1,495,975	17
...	...	...	...	...	...	...	...	10	300	18
...	...	...	...	...	...	...	...	30	450	19
...	...	...	...	...	...	1	10	3	30	20
...	...	...	...	...	...	312	6,240	312	6,240	21
485	6,225	...	...	...	...	...	...	520	6,705	22
10	400	...	...	...	...	...	...	256	6,630	23
25	510	...	...	...	...	...	...	463	10,555	24
...	...	...	...	...	...	...	...	7	70	25
...	...	...	...	...	...	...	...	19	760	26
4,344	186,010	116	2,162	947	28,310	...	...	27,549	819,722	27
80	2,900	...	...	25	750	...	...	2,175	60,730	28
7	70	1	30	2	60	...	...	317	8,460	29
...	...	...	...	...	...	...	...	70	2,000	30
148	4,440	...	...	...	...	...	...	185	5,470	31
...	...	...	...	...	...	...	...	30	600	32
...	...	...	...	...	...	14	280	42	840	33
...	...	...	...	...	...	...	...	2	20	34
...	...	...	...	...	...	10	250	28	700	35
...	...	...	...	...	...	2	40	52	1,040	36
...	...	...	...	...	...	...	...	23	345	37
...	...	...	...	...	...	...	...	15	150	38
45	1,290	...	...	...	...	...	...	81	2,265	39
...	...	...	...	...	...	...	...	26	765	40
...	...	...	...	...	...	...	...	100	3,980	41
...	...	...	...	...	...	6	120	8	160	42
...	...	...	...	...	...	...	...	500	9,700	43
...	...	...	...	...	...	...	...	...	...	44
...	...	...	...	...	...	...	...	43	860	45
...	...	...	...	1	30	...	...	488	12,715	46
4	60	...	...	...	...	...	...	69	1,185	47
23	460	...	...	4	120	1	15	430	12,385	48
50	1,500	...	...	...	...	...	...	57	1,780	49
...	...	...	...	...	...	...	...	25	750	50
...	...	...	...	...	...	21	420	21	420	51
10	250	...	...	...	...	...	...	69	1,740	52
...	...	...	...	...	...	...	...	45	685	53
...	...	...	...	...	...	6	120	45	900	54
...	...	...	...	...	...	37	740	37	740	55
3	75	...	...	...	...	...	...	5	135	56

TABLE 13.—SUMMARY of Cars in Freight Service for the Year ending

	108	109	110	111	112	113	114
		BOX CARS.		FLAT CARS.		STOCK CARS.	
Number.	Name of Railway.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
57	Nova Scotia Steel and Coal Co.	2	40	15	300	....	....
58	Orford Mountain	1	20	11	220	....	....
59	Ottawa and New York	2	40	14	280	....	....
60	Père Marquette, in Canada	1,322	43,300	132	3,625	34	1,000
61	Phillipsburg Railway and Quarry Co.	....	....	1	25	....	....
62	Princeton Branch of Washington County Ry	25	750	10	300	....	....
63	Quebec Central	308	7,915	325	7,260	74	1,965
64	Quebec and Lake St. John	476	14,490	186	4,365	20	480
65	Quebec Railway, Light and Power Co	17	340	76	1,520	1	20
66	Quebec, Montreal and Southern	1,395	41,850	45	1,125	90	2,700
67	Red Mountain	7	140	7	140	....	....
68	Rutland and Noyan	50	1,500	5	150	2	40
69	Salisbury and Albert	4	40	29	435	1	15
70	Schomberg and Aurora	....	....	13	195	....	....
71	Stanstead, Shefford and Chambly	102	1,940	52	845	1	20
72	St. Clair Tunnel	....	....	....	....	....	....
73	St. Lawrence and Adirondack	75	2,250	30	900	....	....
74	Sidney and Louisburg (Dominion Coal Co.)	16	320	64	1,000	....	....
75	Spokane and British Columbia	5	125	13	325	....	....
76	St. Martins	1	20	6	120	....	....
77	Temiscouata	78	1,950	61	1,320	....	....
78	Temiskaming and Northern Ontario	150	5,500	486	16,540	10	300
79	Thousand Islands	....	....	1	20	....	....
80	Toronto, Hamilton and Buffalo	185	5,550	89	2,470	10	300
81	Vancouver, Victoria and Eastern	....	....	....	....	....	....
82	Victoria and Sidney, B.C.	2	40	15	300	....	....
83	Victoria Terminal Railway and Ferry Co.	....	....	....	....	....	....
84	Wabash (in Canada)	559	17,640	22	750	86	2,520
85	Wellington Colliery Co	5	70	14	190	....	....
86	York and Carleton	....	....	4	60	....	....
	Final total	75,983	2,211,963	20,769	576,198	5,528	151,565

June 30, 1910, showing Number and Aggregate Capacity—*Continued.*

115	116	117	118	119	120	121	122	123	124	
COAL CARS.		TANK CARS.		REFRIGERATOR CARS.		OTHER CARS.		TOTAL.		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
26	520							43	860	57
								12	240	58
								16	320	59
610	21,360			11	325			2,109	69,610	60
								1	25	61
								35	1,050	62
25	750	2	40	6	180			740	18,110	63
81	2,110			4	90			767	21,535	64
14	280							108	2,160	65
				10	300			1,540	45,975	66
								14	280	67
2	80							59	1,770	68
								34	490	69
								13	195	70
8	160			1	20			164	2,985	71
										72
								105	3,150	73
1,413	25,725							1,413	27,045	74
						10	250	28	700	75
								7	140	76
								139	3,270	77
								646	22.340	78
								1	20	79
								284	8,320	80
						206	4,120	206	4,120	81
								17	340	82
										83
94	3,720			172	5,160			933	29,790	84
172	4,410					9	90	200	4,760	85
								4	60	86
12,680	438,178	195	3,962	2,539	73,520	2,019	58,720	119,713	3,514,106	

TABLE 14.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1910.

	1	2	3		4		5		6	7		8		9		10	11		12		13	
		BRIDGES.																				
		STONE.							IRON.							WOODEN.						
Number.	Name of Railway.	No.	Aggregate Length.		Minimum Length.		Maximum Length.		No.	Aggregate Length.		Minimum Length.		Maximum Length.		No.	Aggregate Length.		Minimum Length.		Maximum Length.	
			Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.
1	Alberta Railway and Irrigation Co.															4	615	0	80	00	300	00
2	Algoma Central and Hudson Bay								2	473	0	290	0	423	0							
3	Atlantic and Lake Superior								1	277	0											
4	Atlantic, Quebec and Western								10	2,707	0	21	0	510	0							
5	Bay of Quinte								12	1,010	0					1	60	0	60	0	60	0
6	Bedlington and Nelson															1	75	0	75	0	75	0
7	Bessemer and Barry's Bay															1	125	0	125	0	125	0
8	Brandon, Saskatchewan and Hudson Bay															1	252	0	252	0	252	0
9	British Yukon																					
10	Brockville, Westport and Northwestern								1	69	0	69	0	69	0	31	306	0	3	0	65	0
11	Bruce Mines and Algoma																					
12	Canada Southern	32	645	9	8	0	93	0	49	6,379	5	11	0	1,735	0	2	117	6	9	6	108	0
	Canadian Government Railways—																					
13	Intercolonial								*397	37,106	0	10	0	1,785	6	94	4,583	2	12	0	497	0
14	P. E. Island								44	4,858	0	12	0	252	0	14	252	0	12	0	30	0
15	Canadian Northern								12	10,718	0	52	0	1,870	0	57	4,987	0	30	0	960	0
16	Canadian Northern, Ontario								23	3,803	0	21	0	670	0							
17	Canadian Northern, Quebec								24	7,544	0	57	0	1,416	0							
18	Canadian Pacific	59	3,366	0	10	0	176	0	*974	131,863	0	10	0	3,654	0	766	30,107	0	3	0	1,870	0
19	Cape Breton								4	309	0	33	0	370	0							
20	Caraquet															9	1,775	0	50	0	400	0
21	Carillon and Grenville															1						
22	Central Ontario								11	1,134	0	34	0	490	0	1	45	0	45	0	45	0
23	Crowsnest Southern															8	2,254	0	41	0	450	0
24	Cumberland Railway and Coal Co.								4	20	0					1	18	0	18	0	18	0
25	Dominion Atlantic								18	4,075	0	29	0	1,207	0	8	2,263	0	40	0	586	0
26	Eastern British Columbia																					
27	Elgin and Havelock															3	150	0	50	0	50	0

28	Grand Trunk	86	4,630 0	10 0	300 0	871	96,745 0	8 0	6,594 0	418	16,329 0	10 0	560 0
29	Grand Trunk (Canada Atlantic)					74	10,457 8	12 0	2,180 0	50	2,950 2	12 0	373 0
30	Grand Trunk Pacific												
31	Halifax and Southwestern	1	†50 0	50 0	50 0	61	5,516 3	17 0	403 0	77	1,288 0	12 0	56 0
32	Hampton and St. Martins												
33	Hereford					6	292 0	23 0	71 0	4	637 0	40 0	318 0
34	Inverness Railway and Coal Co					9	525 0	20 0	120 0	5	52 0	8 0	14 0
35	Irondale, Bancroft and Ottawa					1	90 0	90 0	90 0	16	575 0		
36	Kaslo and Slocan									14	2,330 0	6 0	330 0
37	Kent Northern	1	30 0	30 0	30 0								
38	Kingston and Pembroke					10	448 0	24 0	105 0	74	699 0	4 0	47 0
39	Klondike Mines					1	182 11	182 11	182 11				
40	Kettle River Valley									3	1,050 0	100 0	450 0
41	Lake Erie & Detroit River (Père Marquette)					6	1,572 0	16 0	1,215 0				
42	Liverpool and Milton									1	200 0		
43	London and Port Stanley					6	1,751 0	55 0	596 0				
44	Lotbinière and Megantic					1	34 0	34 0	34 0				
45	Maganetawan River												
46	Manitoulin and North Shore					1	166 2	166 2	166 2				
47	Maritime Railway and Coal Co									2	310 0	110 0	210 0
48	Massawippi Valley	1	12 0	12 0	12 0					10	382 0	10 0	141 0
49	Midland of Manitoba									1	419 0	419 0	419 0
50	Montreal and Atlantic					*29	2,698 6	23 8	314 10	2	357 7	125 7	232 0
51	Montreal and Province Line					1	94 0			14	999 0	8 0	724 0
52	Montreal and Vermont Junction					1	289 0			1	25 0		
53	Morrissey, Fernie and Michel									1	900 0	900 0	900 0
54	Moncton and Buctouche									5	899 0		
55	Napierville Junction					8	255 6	13 0	55 0				
56	Nelson and Fort Sheppard					1	500 0			1	80 0		
57	New Brunswick Coal and Railway Co					2	320 0	100 0	220 0	6	793 0	17 0	150 0
58	New Brunswick and P. E. Island									7	1,035 0	52 0	350 0
59	New Brunswick Southern					16	1,029 0	29 11	208 0	46	969 0	7 0	246 0
60	New Westminister Southern									1	70 0		
61	North Shore												
62	Nosbonsing and Nipissing												
63	Nova Scotia Steel and Coal Co					2	400 0	150 0	250 0				
64	Orford Mountain												
65	Ottawa and New York					5	2,606 0	40 0	2,236 0				
66	Phillipsburg Railway and Quarry Co												
67	Princeton Branch of Wash'n Co. Ry					2	721 0	253 0	468 0				
68	Quebec Central					47	3,420 2	15 0	646 5				
69	Quebec Railway, Light and Power Co					14	1,230 0	13 0	300 0				
70	Quebec and Lake St. John					28	3,727 0	24 0	220 0				
71	Quebec, Montreal and Southern					17	4,745 0	24 0	965 0				
72	Red Mountain												
73	Rutland and Noyan												
74	Salisbury and Albert					2	185 0			12			
75	Schomberg and Aurora												
76	Stanstead, Shefford and Chambly					1	112 0	112 0	112 0	6	561 0	12 0	334 0

*Steel. †Concrete.

TABLE 14.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1910—*Continued.*

	1	2	3	4	5	6	7	8	9	10	11	12	13
		BRIDGES.											
		STONE.				IRON.				WOODEN.			
Number.	Name of Railway.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
77	St. Clair Tunnel												
78	St. Lawrence and Adirondack					*10	1,322 0	18 0	598 0				
79	Spokane and British Columbia												
80	Sidney and Louisburg (Dom. Coal Co.)					11	567 0	12 0	330 0	1	13 0	13 0	13 0
81	Temiscouata					2	504 6	212 6	292 0				
82	Temiskaming and Northern Ontario					15	3,300 0	30 0	800 0	30	8,101 0	54 0	756 0
83	Thousand Islands					5	795 0	103 0	250 0				
84	Toronto, Hamilton and Buffalo												
85	Vancouver Copper Co.												
86	Vancouver, Victoria and Eastern									13	3,196 0	60 0	418 0
87	Victoria and Sidney												
88	Victoria Terminal Railway and Ferry Co.												
89	Wellington Colliery Co.									2	144 0		
90	York and Carleton												
	Final total	180				2,852				1,826			

* Steel.

Table 14.—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1910.—*Continued.*

	14	15	16	17	18	19	20	21	22	23	24	25	26
		BRIDGES.								TRESTLES.			
		Combination.				Total.				—			
Number.	Name of Railway.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Railway and Irrigation Co.					4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0
2	Algoma Central and Hudson Bay	2	991 0	481 0	510 0	4	1,464 0	290 0	510 0	45	12,191 0	56 0	1,624 0
3	Atlantic and Lake Superior	1	950 0			2	1,227 0						
4	Atlantic, Quebec and Western					10	2,707 0	21 0	510 0	8	2,927 0	210 0	481 0
5	Bay of Quinté					13	1,070 0						
6	Bedlington and Nelson					1	75 0			12	3,407 0	65 0	767 0
7	Bessemer and Barry's Bay					1	125 0						
8	Brandon, Saskatchewan and Hudson Bay					1	252 0			28	3,183 0	56 0	418 0
9	British Yukon	1	150 0	150 0	150 0	1	150 0			30	2,922 0	16 0	702 0
10	Brockville, Westport and Northwestern	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	700 0
11	Bruce Mines and Algoma												
12	Canada Southern					83	7,142 8			32	1,826 0	9 0	265 6
13	Canadian Government Railways—												
14	Intercolonial					491	41,689 2			22	9,669 0	41 0	2,964 0
15	Prince Edward Island					58	5,110 0						
16	Canadian Northern					69	15,705 0	30 0	1,870 0	1,561	142,613 0	15 0	3,750 0
17	Canadian Northern, Ontario					23	3,803 0	21 0	670 0	129	27,645 0	30 0	927 0
18	Canadian Northern, Quebec	15	9,183 0	140 0	348 5	39	16,727 0			63	7,913 0	10 0	450 0
19	Canadian Pacific	28	17,721 0	40 0	5,327 0	1,827	183,057 0			1,628	202,046 0	5 0	9,085 0
20	Cape Breton					4	309 0	33 0	370 0	1			200 0
21	Caraquet					9	1,775 0	50 0	400 0				
22	Carillon and Grenville					1							
23	Central Ontario					12	1,179 0						
24	Crowsnest Southern					8	2,254 0	44 0	450 0	34	9,539 0	14 0	1,702 0
25	Cumberland Railway and Coal Co.					5	38 9						
26	Dominion Atlantic					26	6,338 0	29 0	1,207 0	29	8,418 0	28 0	350 0
27	Eastern British Columbia									6	552 0	52 0	109 0
28	Elgin and Havelock					3	150 0	50 0	50 0	6	1,060 0	30 0	400 0

TABLE 14.—SUMMARY of Bridges, Trestles and Tunne's for the Year ending June 30, 1910—*Continued.*

Number.	14	15	16	17	18	19	20	21	22	23	24	25	26
		BRIDGES.								TRESTLES.			
	Name of Railway.	COMBINATION.				TOTAL.							
		No.	Aggregate length.	Minimum length.	Maximum length	No.	Aggregate length.	Minimum length.	Maximum length.	No.	Aggregate length.	Minimum length.	Maximum length
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
29	Grand Trunk	71	3,877 0	11 0	539 0	1,446	121,581 0	8 0	6,594 0	24	1,634 0	24 0	123 0
30	" (Can. Atlantic)	6	2,342 6	100 0	1,053 0	130	15,750 0			30	5,619 0	12 0	627 0
31	Grand Trunk Pacific												
32	Halifax and Southwestern					139	6,854 3	12 0	403 0	39	6,245 0	13 0	804 0
33	Hampton and St. Martins												
34	Hereford					10	929 0			2	478 0	119 0	359 0
35	Inverness Railway and Coal Co.					14	577 0	8 0	120 0	14	2,139 0	48 0	420 0
36	Irondale, Bancroft and Ottawa					17	665 0						
37	Kaslo and Slocan					14	2,330 0						
38	Kent Northern					1	30 0	30 0	30 0				
39	Kingston and Pembroke					84	1,147 0						
40	Klondike Mines					1	182 11			15	2,965 6	32 0	425 0
41	Kettle River Valley					3	1,050 0	100 0	450 0				
42	Lake Erie and Detroit River (Père Marquette)					6	1,572 0	16 0	1,215 0	81	1,031 0	8 0	245 0
43	Liverpool and Milton					1	200 0			10	350 0	6 0	80 0
44	London and Port Stanley					6	1,751 0	55 0	596 0				
45	Lotbinière and Megantic					1	34 0	34 0	34 0	1	600 0		
46	Maganetawan River	1	215 0	215 0	215 0	1	215 0			1	162 0		
47	Manitoulin and North Shore					1	166 2			15	3,112 3	26 0	585 0
48	Maritime Railway and Coal Co.					2	310 0	110 0	200 0				
49	Massawippi Valley					11	394 0			7	783 0	40 0	223 0
50	Midland of Manitoba					1	419 0			64	6,870 0	28 0	592 0
51	Montreal and Atlantic					31	3,056 3			420	7,102 7	4 6	274 6
52	Montreal and Province Line					15	1,093 0	8 0	724 0	34	1,049 0	8 0	117 0
53	Montreal and Vermont Junction					2	314 0	25 0	289 0	5	112 0	18 0	25 0
54	Morrissey, Fernie and Michel					1	900 0	900 0	900 0	4	995 0	20 0	500 0
55	Moncton and Buctouche					5	899 0			5	2,290 0		

56	Napierville Junction					8	255 6	13 0	55 0				
57	Nelson and Fort Sheppard					2	580 0			43	5,291 0	14 0	512 0
58	New Brunswick Coal and Railway Co					8	1,113 0	17 0	220 0	21	4,567 0	40 0	500 0
59	New Brunswick and P. E. Island					7	1,035 0						
60	New Brunswick Southern					62	1,998 0						
61	New Westminster Southern					1	70 0						
62	North Shore												
63	Nosbonsing and Nipissing												
64	Nova Scotia Steel and Coal Co					2	400 6	150 0	250 0				
65	Orford Mountain												
66	Ottawa and New York					5	2,606 0			9	626 0	15 0	107 0
67	Phillipsburg Railway and Quarry Co												
68	Princeton Branch					2	721 0	253 0	468 0	1	48 0	48 0	48 0
69	Quebec Central					47	3,420 0						
70	Quebec Railway, Light and Power Co					14	1,230 0	13 0	300 0	1	50 0	50 0	50 0
71	Quebec and Lake St. John					28	3,727 0	24 0	220 0	17	1,139 0	20 0	260 0
72	Quebec, Montreal and Southern					17	4,745 0	24 0	965 0	23	3,890 0	22 0	1,001 0
73	Red Mountain									8	1,521 0	14 0	432 0
74	Rutland and Noyan												
75	Salisbury and Albert					14	185 0						
76	Schomberg and Aurora												
77	Stanstead, Shefford and Chambly					7	673 0	12 0	334 0	21	2,165 0	11 0	1,526 0
78	St. Clair Tunnel												
79	St. Lawrence and Adirondack					10	1,322 0	18 0	598 0				
80	Spokane and British Columbia												
81	Sydney and Louisburg					12	580 0			13	2,187 0	24 0	580 0
82	Temiscouata	11	2,041 0	112 0	477 0	13	2,545 0			35	4,556 0	28 0	562 0
83	Temiskaming and Northern Ontario					45	11,401 0	30 0	800 0				
84	Thousand Islands					5	795 0	103 0	250 0				
85	Toronto, Hamilton and Buffalo												
86	Vancouver Copper Co												
87	Vancouver, Victoria and Eastern					13	3,196 0	60 0	418 0	139	5,203 5	8 0	4,255 0
88	Victoria and Sidney									6	935 0	22 0	520 0
89	Victoria Terminal Railway and Ferry Co												
90	Wellington Colliery Co	1	56 0			3	200 0						
91	York and Carleton												
	Totals	156				5,014				4,744			

TABLE 14.—Summary of Bridges, Trestles, and Tunnels for the Year ending June 30, 1910.—*Continued.*

	27	28	29	30	32	33		34	35		36	37		38	39	
		LEVEL CROSSINGS.			OVERHEAD HIGHWAY CROSSINGS.											
					Bridges.			Conduits.			Trestles.			Total.		
Number.	Name of Railway.	No.	Guarded.	Un-guarded.	No.	Height of lowest above rail.		No.	Height of lowest above rail.		No.	Height of lowest above rail.		No.	Height of lowest above rail.	
						Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.
1	Alberta Railway and Irrigation Co.	63		63												
2	Algoma Central and Hudson Bay	12	2	10												
3	Atlantic and Lake Superior	61		61												
4	Atlantic, Quebec and Western	32		32												
5	Bay of Quinté	73	2	71	3									3		
6	Bedlington and Nelson	3		3												
7	Bessemer and Barry's Bay	2		2												
8	Brandon, Saskatchewan and Hudson Bay	80		80												
9	British Yukon															
10	Brockville, Westport and Northwestern	35		35												
11	Bruce Mines and Algoma															
12	Canada Southern	483	74	409	1	22	0				16	21	2	17	21	2
	Canadian Government Railways:—															
13	Intercolonial	874	110	764	33	18	9							33	18	9
14	Prince Edward Island	1,018		1,018	2	16	6							2	16	6
15	Canadian Northern	2,549	9	2,540												
16	Canadian Northern, Ontario	148	14	134	1	22	5							1	22	5
17	Canadian Northern, Quebec	214	15	199												
18	Canadian Pacific	7,698	326	7,372	57	15	8				14	19	8	71	15	8
19	Cape Breton	16		16												
20	Caraquet	64		64												
21	Carillon and Grenville	12	2	10	1	16	0							1	16	0
22	Central Ontario	116		116												
23	Crowsnest Southern	18	1	17												
24	Cumberland Railway and Coal Co.	14		14												
25	Dominion Atlantic	181	9	172	5	22	0							5	22	

26	Eastern British Columbia														
27	Elgin and Havelock	21		21											
28	Grand Trunk	3,549	492	3,057	137	16	6			180	17	0	317	16	6
29	" (Canada Atlantic)	311	30	281	5	20	6						5	20	6
30	Grand Trunk Pacific														
31	Halifax and Southwestern	229	1	228						1	23	6	1	23	6
32	Hampton and St. Martins	21		21											
33	Hereford	30		30											
34	Inverness Railway and Coal Co	59		59											
35	Irondale, Bancroft and Ottawa	17		17											
36	Kaslo and Slocan	9	1	8											
37	Kent Northern	2		2											
38	Kettle River Valley	3		3											
39	Kingston and Pembroke	56	3	53	1	16	5						1	16	5
40	Klondike Mines	3		3											
41	Lake Erie and Detroit River (Père Marquette)	232	14	218	1	20	0						1	20	0
42	Liverpool and Milton	2	2												
43	London and Port Stanley	37	6	31						4	19	0	4	19	0
44	Lotbinière and Megantic	9		9											
45	Maganetawan River	1		1											
46	Manitoulin and North Shore	10	2	8											
47	Maritime Railway and Coal Co	17		17											
48	Massawippi Valley	32	3	29	1	17	2						1	17	2
49	Midland of Manitoba	123		123											
50	Montreal and Atlantic	189	8	181											
51	Montreal and Province Line	48	2	46											
52	Montreal and Vermont Junction	28		28											
53	Morrissey, Fernie and Michel														
54	Moncton and Buctouche	21		21	1	16	5	1					2	16	5
55	Napierville Junction	19	1	18											
56	Nelson and Fort Sheppard	13		13											
57	New Brunswick Coal and Railway Co	32		32											
58	New Brunswick and P. E. Island														
59	New Brunswick Southern	54		54											
60	New Westminster Southern														
61	North Shore	3		3											
62	Nosbonsing and Nipissing														
63	Nova Scotia Steel and Coal Co	4		4											
64	Orford Mountain														
65	Ottawa and New York	70	1	69	1	20	0						1	20	0
66	Phillipsburg Railway and Quarry Co	3		3											
67	Princeton Branch														
68	Quebec Central	115	6	109											
69	Quebec Railway, Light and Power Co	17		17											
70	Quebec and Lake St. John	111	6	105											
71	Quebec, Montreal and Southern	128	5	123											
72	Red Mountain	8		8											
73	Rutland and Noyan	2		2											
74	Salisbury and Albert	30	2	28						2	15	0	2	15	0
75	Schomberg and Aurora	11		11											

TABLE 14.—SUMMARY of Bridges and Trestles and Tunnels for the Year ending June 30, 1910—*Continued.*

	27	28	29	30	31	32	33	34	35	36	37	38
		LEVEL CROSSINGS.			OVERHEAD HIGHWAY CROSSINGS.							
					Bridges.		Conduits.		Trestles.		Total.	
Number.	Name of Railway.	No.	Guarded.	Un-guarded.	No.	Height of lowest above rail. Feet In.	No.	Height of lowest above rail. Feet In.	No.	Height of lowest above rail. Feet In.	No.	Height of lowest above rail. Feet In.
76	Stanstead, Shefford and Chambly	53	2	51					1	18 0	1	18 0
77	St. Clair Tunnel											
78	St. Lawrence and Adirondack	36	3	33					1	20 0	1	20 0
79	Spokane and British Columbia	4		8								
80	Sydney and Louisburg	56	8	48	2	17 4					2	17 4
81	Temiscouata	44	2	42								
82	Temiskaming and Northern Ontario	61	3	61	1	26 0					1	26 0
83	Thousand Islands	20		20								
84	Toronto, Hamilton and Buffalo	122	29	93								
85	Vancouver Copper Co											
86	Vancouver, Victoria and Eastern	133	3	130								
87	Victoria and Sidney	17		17								
88	Victoria Terminal Ry. and Ferry Co	14		14								
89	Wellington Colliery Co	5		5								
90	York and Carleton	11		11								
	Final total	20,024	1,199	18,825	253		1		219		473	

TABLE 14.—Summary of Bridges, Trestles and Tunnels for the Year ending June 30, 1910– *Continued.*

	40	41	42	43	44	45	46	47	48	49	50
		OVERHEAD RAILWAY CROSSINGS.								TUNNELS.	
		Bridges.		Conduits.		Trestles.		Totals.			
Number.	Name of Railway.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
1	Alberta Railway and Irrigation Co										
2	Algoma Central and Hudson Bay	1						1			
3	Atlantic and Lake Superior	4	21 0	3	21 0			7	21 0		
4	Atlantic, Quebec and Western									1	
5	Bay of Quinté	2						2			
6	Bedlington and Nelson										
7	Bessemer and Barry's Bay										
8	Brandon, Saskatchewan and Hudson Bay										
9	British Yukon										
10	Brockville, Westport and Northwestern	1						1			
11	Bruce Mines and Algoma										
12	Canada Southern	2	21 4					2	21 4		
13	Canadian Government Railways—Intercolonial	1	22 0					1	22 0	1	
14	" " Prince Edward Island										
15	Canadian Northern										
16	Canadian Northern, Ontario	1	24 0					1	24 0		
17	Canadian Northern, Quebec										
18	Canadian Pacific	35	14 6			4	22 9	39	14 6	68	14 6
19	Carillon and Grenville										
20	Cape Breton										
21	Caraquet										
22	Central Ontario										
23	Crowsnest Southern									1	22 0
24	Cumberland Railway and Coal Co										
25	Dominion Atlantic										
26	Eastern British Columbia										

TABLE 14.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1910—*Concluded.*

	40	41	42	43	44	45	46	47	48	49	50
		OVERHEAD RAILWAY CROSSINGS.								TUNNELS.	
		Bridges.		Conduits.		Trestles.		Total.			
Number.	Name of Railway.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
27	Elgin and Havelock										
28	Grand Trunk	79	16 6	1	21 3½	2	21 3½	82	16 6		
29	Grand Trunk, (Canada Atlantic)	4	22 0					4	22 0		
30	Grand Trunk Pacific										
31	Halifax and Southwestern										
32	Hampton and St. Martins										
33	Hereford										
34	Inverness Railway and Coal Co.			1	50 0			1	50 0		
35	Irondale, Bancroft and Ottawa										
36	Kaslo and Slocan										
37	Kent Northern										
38	Kingston and Pembroke										
39	Klondike Mines										
40	Kettle River Valley										
41	Lake Erie and Detroit River (Père Marquette)										
42	Liverpool and Milton										
43	London and Port Stanley										
44	Lotbinière and Megantic										
45	Maganetawan River										
46	Manitoulin and North Shore										
47	Maritime Railway and Coal Co.										
48	Massiwippi Valley										
49	Midland of Manitoba										
50	Montreal and Atlantic										
51	Montreal and Province Line										
52	Montreal and Vermont Junction										

53	Morrissey, Fernie and Michel										
54	Moncton and Buctouche										
55	Napierville Junction										
56	Nelson and Fort Sheppard										
57	New Brunswick Coal and Railway Co										
58	New Brunswick Southern										
59	New Brunswick and P. E. Island										
60	New Westminster Southern										
61	North Shore										
62	Nosbonsing and Nipissing										
63	Nova Scotia, Steel and Coal Co										
64	Orford Mountain										
65	Ottawa and New York										
66	Phillipsburg Railway and Quarry Co										
67	Princeton Branch										
68	Quebec Central	1	25 0					1	25 0		
69	Quebec Railway, Light and Power Co										
70	Quebec and Lake St. John										
71	Quebec, Montreal and Southern										
72	Red Mountain										
73	Rutland and Noyan										
74	Salisbury and Harvey										
75	Schomberg and Aurora										
76	Stanstead, Shefford and Chambly										
77	St. Clair Tunnel									1	16 1¾
78	St. Lawrence and Adirondack										
79	Spokane and British Columbia										
80	Sydney and Louisburg	1	22 0					1	22 0		
81	Temiscouata										
82	Temiskaming and Northern Ontario										
83	Thousand Islands										
84	Toronto, Hamilton and Buffalo										
85	Vancouver Copper Co										
86	Vancouver, Victoria and Eastern	5	22 0					5	22 0	4	22 0
87	Victoria and Sidney										
88	Victoria Terminal Railway and Ferry Co										
89	Wellington Colliery Co										
90	York and Carleton										
	Final total	137		5		6		148		76	

Table 15A.—Summary of Accidents to Persons for the

A.—Accidents Resulting from the Movement

PASSEN

	172	173	174	175	176	177	178	179	180	181	182
		KIND OF									
	Name of Railway.	Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
Number.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern	...	......	......	......	..	....	....	....	1	....
	Canadian Government Railways—										
2	Intercolonial	....	7	......	3	.....	....	.....	.....	1	1
3	Canadian Northern	...	1	....	10	.. ...	..	......	.....	......	1
4	Canadian Northern, Ontario	.	....	....	1	....	....	......	....	.....	.....
5	Canadian Pacific	2	10	44	88	......	2	....	.....	......	19
6	Central Ontario	....	......	....	......	.....	......	......	......	......	.. ..
7	Dominion Atlantic	....	.. ..	......	.....	......	......	......	.. .	. . .	......
8	Grand Trunk, in Canada	....	10	.... ..	2	......	......	. ...	......	......	1
9	Halifax and Southwestern	...	. .	.. .	1	....	......	......	...	......	1
10	Hereford	....	......	......	.....	.....	......	......	.. ...	......	.. ..
11	Ottawa and New York	....	.. ..	.....	.....	.. ..	......	......	......	.. ..	......
12	Père Marquette, in Canada	....	......	.....	......	.... .	..	......	. .	... .	2
13	Quebec Central	....	1	......	......	....	......	....	...	......	......
14	Stanstead, Shefford and Chambly	....	......	......	9	.....	......	... .	......	....	......
15	Temiskaming and Northern Ontario	....	2	.....	3	...	......	......	.....	1	2
16	Vancouver, Victoria and Eastern	....	.....	... .	9	.....	......	......	.	... .	. ...
17	Victoria and Sidney	....	......	.... .	.. ..	.. ..	.....	......	......	....	......
18	Wabash, in Canada	....	......	.....	......	.....	....	....	.....	.....	1
	Final total	2	31	44	126	.....	2	......	......	3	28

Postal Clerks, Pullman Employees, &c.—Killed 1. Injured 20.

Year Ending June 30, 1910, showing kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

GERS.

ACCIDENT.

183	184	185	186	187	188	189	190	191	192	193	194	
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to Passengers.		
		At Highway Crossings.		At Stations.		At other points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
....	1	....	....	....	....	....	....	....	1	1	2	1
....	4	....	....	....	....	....	....	....	....	1	15	2
1	7	....	....	....	....	....	....	....	9	1	28	3
....	....	....	....	....	....	....	....	....	....	....	1	4
4	18	....	....	1	2	1	2	....	16	52	157	5
1	....	....	....	....	....	....	....	....	....	1	....	6
....	1	....	....	....	....	....	....	....	....	....	1	7
1	9	....	1	....	1	....	....	....	6	1	30	8
....	....	....	....	....	....	....	....	1	....	1	2	9
....	....	....	....	....	....	....	....	....	1	....	1	10
....	1	....	....	....	....	....	....	....	....	....	1	11
....	2	....	....	....	....	....	....	....	....	....	4	12
....	....	....	....	....	....	....	....	....	....	....	1	13
....	....	....	....	....	....	....	....	....	....	....	9	14
....	....	....	....	....	....	....	....	....	....	1	7	15
....	....	....	....	....	....	....	....	....	....	....	9	16
1	....	....	....	....	....	....	....	....	....	1	....	17
....	....	....	....	....	1	....	....	....	....	....	2	18
8	43	....	1	1	4	1	2	1	33	60	270	

TABLE 15 B.—SUMMARY of Accidents to Persons for

A. ACCIDENTS RESULTING FROM THE

EMPLOYEES—

Number.	1	2	3	4	5	6	7	8	9	10	11
		KIND OF									
	Name of Railway.	Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.	Killed	Injured.
1	Alberta Ry. and Irrigation Co....	......	1	.. ..	.. ..	......	...	... ..	......	.....	.....
2	Algoma Central and Hudson Bay.	......	1	......	......	......	......	.....	......	....	.....
3	Bay of Quinté....................	......	1	.....	......	......	......	.....	......	....	.....
4	Brandon, Saskn. & Hudson Bay..	......	....	......	.. .	......	......	.....	......	.... .	.....
5	Canada Southern	1	6	1	2	......	......	.....	......	......	......
6	Can. Gov't. Ry.—Intercolonial...	1	10	3	4	3	1	....	1	.. ..	......
7	Prince Edward Island...	.....	....	.. ...	1	......	......	......	......	......	......
8	Canadian Northern.	2	12	3	15	1	3	.....	2	......	......
9	Canadian Northern. Ontario......	......	......	.. ...	......	......	2	......	......	......	......
10	Canadian Northern. Quebec......	.. ..	2	......	......	......	......	......	......	......	......
11	Canadian Pacific.	8	52	3	16	11	11	.....	2	......	8
12	Central Ontario..	1	......	.....	. ...	......	.. ...	......	......	......	......
13	Crowsnest Southern.......	... ..	... ..	.....	......	......	......	......	... ..	......	....
14	Grand Trunk (in Canada)	2	17	2	5	......	2	.....	1	......	5
15	" (Can. Atlantic Divn)	1	1	......	....	1	......	......	......	......	......
16	Halifax and Southwestern	.....	2	......	......	......	.. ..	......	......	.. ..	......
17	Lake Erie and Detroit River.....	......	......	.....	1	......	......	......	......	......	......
18	Manitoulin and North Shore.....	......	......	......	.. ..	.. ..	......	......	......	... .	......
19	Manitoba Great Northern........	......	......	......	......	......	......	......	......	......	. .
20	Montreal and Atlantic............	......	......	......	......	......	......	......	......	......	......
21	Montreal and Vermont Junction..	......	......	......	......	......	......	......	......	......	......
22	Morrissey, Fernie and Michel....	......	......	... .	...	......	......	......	......	......	......
23	Napierville Junction..	......	......	......	......	......	......	......	......	......	......
24	New Westminster Southern.... .	......	......	......	......	......	......	......	.. ..	... ..	.. ...
25	Ottawa and New York...........	......	......	......	......	......	......	......	......	......	1
26	Père Marquette (in Canada)......	....	2	......	8	......	..... .	.....	... ..	.. ..	1
27	Quebec Central................	......	......	......	......	......	......	......	... .	......	......
28	Quebec and Lake St. John.......	......	3	......	......	......	.. ..	......	......	....	..
29	Quebec, Montreal and Southern..	... ..	1	......	......	......	......	......	......	......	......
30	Red Mountain...	......	1	......	......	......	......	...	......	......	......
31	Rutland and Noyau..	......	...	.. ...	......	......	......	.. ..	......	......	......
32	Stanstead, Shefford and Chambly.	...	......	.. .	......	.. ...	6	......	... ..	....	..
33	St. Lawrence and Adirondack....	...	......	......	.....	......	......	......	......	......	......
34	Sydney and Louisburg.....	......	......	.....	......	......	......	......	......	......	......
35	Temiscouata........	......	3	......	......	......	....	......	......	......	....
36	Temiskaming & Northern Ontario.	......	2	......	......	......	......	......	......	......	..
37	Toronto, Hamilton and Buffalo...	......	2	... .	....	1	1	......	......	......	......
38	Vancouver, Victoria and Eastern.	......	5	......	.....	2	5	......	......	......	......
39	Wabash (in Canada)............	.....	......	......	......	....	......	......	......	......	......
	Final total...............	16	124	12	52	19	31	......	6	......	15

the Year ending June 30, 1910, showing kind of Accident.

Movement of Trains, Locomotives or Cars.

TRAINMEN.

ACCIDENT.

12	13	14	15	16	17	18	19	20	21	22	23	
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed	Injured.	Killed.	Injured.	
											1	1
	3								2		6	2
									1		2	3
									2		2	4
2	8		9		3				18	4	46	5
	2		3		1				9	7	31	6
											1	7
1	14		11	5	2		1		19	12	79	8
											2	9
	2				1				2		7	10
8	27	10	18	7	15	1	9	4	34	52	192	11
										1		12
	1		3						2		6	13
4	36	2	6	5	6		5	1	20	16	103	14
	4		1	1			1		3	3	10	15
	1								1		4	16
		1								1	1	17
								1		1		18
	1								1		2	19
	1		1								2	20
	1										1	21
									3		3	22
1										1		23
									1		1	24
	1	1	1							1	3	25
	2		1						3		17	26
	1								1		2	27
									2		5	28
											1	29
											1	30
	1										1	31
			1								7	32
	1										1	33
	1								3		4	34
	2								4		9	35
	5	1							4	1	11	36
	2		1				2			1	8	37
	1		4						17	2	32	38
	2				1				3		6	39
16	120	15	60	18	29	1	18	6	155	103	610	

TABLE 15 C.—SUMMARY of Accidents for the Year

A. ACCIDENTS RESULTING FROM THE MOVEMENT

EMPLOYEES—

	97	98	99	100	101	102	103	104	105	106	107
		KIND OF									
	Name of Railway.	Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
Number.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canadian Southern	.....	..	. .	.....	.....	.	.....	.....	..	.....
2	Can. Govt. Ry.—Intercolonial	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Canadian Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Canadian Northern, Ontario	.....	. . .	....	..	.....	.....	..	.....	.....	.....
5	Canadian Pacific	...	1	4	2	4	2	.....	.....	.....	.....
6	Grand Trunk	.....	.....	1	.....	.....	2	....	.....	.....	.....
7	Morrissey, Fernie & Michel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Quebec Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Quebec & Lake St. John	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Temiskaming & Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Vancouver, Victoria & Eastern	.....	.....	.....	.....	22	15	.....	.....	...	.....
12	Victoria & Sidney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Final total	.....	1	5	2	26	19	.....	.....	.....	.....

TABLE 15, D—EMPLOYEES—

		98	99	100	101	102	103	104	105	106	107
1	Can. Govt. Ry.—Intercolonial	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Pacific	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
3	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Massawippi Valley	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
5	Père Marquette	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Final total	.....	2	.....	.....	.....	.....	.....	.....	.....	.....

TABLE 15, E—EMPLOYEES—SWITCH TENDERS,—

		98	99	100	101	102	103	104	105	106	107
1	Canadian Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.
2	Canadian Pacific	1	6	1	.....	.....	1	.....	.....	.....	...
3	Grand Trunk	.....	....	.....	.....	.....	. .	.....	.....	.....	. . .
4	Manitoulin & North Shore	.....	.....	.....	.....	.....	..	.....	.....	.....	.....
5	Sydney & Louisburg	.....	....	.....	.....	....	.....	.....	.....	.....	.....
6	Toronto, Hamilton & Buffalo	.....	.....	.....	....	.....	..	.....	.....	.....	..
7	Vancouver, Victoria & Eastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Final total	1	6	1	.....	.....	1	.....	.....	.....	.....

ending June 30, 1910, showing kind of Accident.

OF TRAINS, LOCOMOTIVES, OR CARS.

TRACKMEN.

108	109	110	111	112	113	114	115	116	117	118	119	
ACCIDENT.										Total Accidents to Trackmen and Stationmen.		
Falling from Trains, Locomotives, or Cars.		Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives, or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
....	....	....	1	4	3	....	....	....	1	4	5	1
....	1	....	....	1	3	....	....	....	....	1	4	2
....	4	....	2	....	1	....	....	....	4	....	11	3
....	....	....	....	....	....	....	....	....	2	....	2	4
2	10	4	8	13	11	....	....	6	41	33	75	5
....	....	....	....	6	3	....	....	....	1	7	6	6
....	....	....	....	....	....	....	....	....	1	....	1	7
....	1	....	....	....	....	....	....	....	....	....	1	8
....	....	....	....	....	....	....	....	....	4	....	4	9
1	3	....	....	....	1	....	....	....	2	1	6	10
....	....	....	....	2	....	....	....	....	5	24	20	11
....	....	....	....	....	....	....	....	....	1	....	1	12
3	19	4	11	26	22	....	....	6	62	70	136	

STATION MEN.

108	109	110	111	112	113	114	115	116	117	118	119	Number.
....	....	....	....	1	....	....	....	....	....	1	....	1
....	1	....	....	....	....	....	....	....	1	....	3	2
....	....	....	....	1	....	....	....	....	....	1	....	3
....	....	....	....	....	....	....	....	....	....	....	1	4
....	....	....	1	....	....	....	....	....	1	....	2	5
....	1	....	1	2	....	....	....	....	2	2	6	

CROSSING TENDERS AND WATCHMEN.

108	109	110	111	112	113	114	115	116	117	118	119	Number.
....	....	....	....	....	1	....	....	....	....	....	1	1
1	2	1	3	2	3	....	....	1	3	7	18	2
....	....	....	3	....	....	....	....	....	1	....	4	3
....	....	....	1	....	....	....	....	....	....	....	1	4
....	....	1	....	....	....	....	....	....	....	1	....	5
....	....	....	....	....	1	....	....	....	....	....	1	6
....	....	....	....	1	....	....	....	....	....	1	....	7
1	2	2	7	3	5	..	....	1	4	9	25	

Table 15 F—Summary of Accidents to Persons for the Year

A. Accidents Resulting from the Movement

TABLE 15, F—EMPLOYEES

	25	26	27	28	29	30	31	32	33	34	35
		KIND OF									
	Name of Railway.	Coupling or Uncoupling.		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars breaking down.	
Number.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										
2	Canadian Northern										
3	Canadian Northern, Quebec										
4	Canadian Pacific		1								2
5	Grand Trunk										
6	Morrissy, Fernie & Michel										
7	Père Marquette										
8	Temiskaming & Nort'hn Ontario										
	Total		1								2

TABLE 15, G—EMPLOYEES

Number	Name of Railway	26	27	28	29	30	31	32	33	34	35
1	Canadian Northern										
2	Canadian Pacific										
	Total										

TABLE 15, H—EMPLOYEES

Number	Name of Railway	26	27	28	29	30	31	32	33	34	35
1	Canada Southern				1						
2	Can. Govt. Ry.: Intercolonial		2								
3	Canadian Northern		1				2				
4	Canadian Northern, Quebec										
5	Canadian Pacific		1			2	4				2
6	Grand Trunk		1				1				
7	" (Can. Atlantic)										
8	Halifax & Southwestern										
9	Hereford										
10	Lake Erie & Detroit River				1						
11	Montreal & Atlantic			1							
12	Père Marquette										
13	Quebec & Lake St. John										
14	Sydney & Louisburg										
15	Temiskaming & North'n Ontario										
16	Vancouver, Victoria & Eastern										
17	Wabash, in Canada										
	Total		5	1	2	2	7				2

ending June 30, 1910, showing kind of Accident.

of Trains, Locomotives, or Cars.

—SHOPMEN.

36	37	38	39	40	41	42	43	44	45	46	47	
ACCIDENT.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives, or Cars.		Overhead Obstructions		Other Causes.		Total Accidents to Shopmen, Telegraph and other Employees.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
....	2	....	....	....	1	....	....	....	....	....	3	1
....	1	....	....	....	....	....	....	....	....	....	1	2
....	....	....	....	....	1	....	....	....	....	....	1	3
....	6	....	3	1	3	....	2	2	11	3	28	4
....	1	....	....	....	1	....	....	1	....	1	2	5
....	....	....	....	....	....	....	....	....	4	....	4	6
....	....	....	....	....	1	....	....	....	....	....	1	7
....	....	....	....	....	....	....	....	....	1	....	1	8
....	10	....	3	1	7	....	2	3	16	4	41	

—TELEGRAPH EMPLOYEES.

36	37	38	39	40	41	42	43	44	45	46	47	
....	....	....	....	....	....	....	....	....	1	....	1	1
....	2	....	....	....	....	....	....	....	....	....	2	2
....	2	....	....	....	....	....	....	....	1	....	3	

—OTHER EMPLOYEES.

36	37	38	39	40	41	42	43	44	45	46	47	
....	1	1	4	1	2	....	....	....	3	2	11	1
....	....	1	....	....	1	....	....	1	....	2	3	2
....	....	....	1	4	1	....	....	....	....	4	5	3
....	1	....	....	....	....	....	....	....	2	....	3	4
1	5	1	3	5	4	....	5	3	25	12	49	5
....	4	....	5	2	5	....	....	1	1	3	17	6
....	....	....	1	....	1	....	....	....	....	....	2	7
....	....	....	1	....	....	....	....	....	....	....	1	8
....	....	....	....	....	....	....	....	....	1	....	1	9
....	....	....	....	....	....	....	....	....	....	....	1	10
....	....	....	....	....	....	....	....	....	1	1	1	11
....	....	....	1	....	....	....	....	....	....	....	1	12
....	....	....	....	....	1	....	....	....	....	....	1	13
1	....	....	....	....	....	....	....	....	....	1	....	14
....	....	....	....	....	....	....	....	....	2	....	2	15
1	....	....	....	....	....	....	....	....	6	1	6	16
....	....	....	....	....	....	....	....	....	1	....	1	17
3	11	3	16	12	15	....	5	5	42	26	105	

TABLE 15 I.—SUMMARY of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

OTHER PERSONS—

	195	196	197	198	199	200	201	202	203	204	205
		KIND OF									
		Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
Number.	Name of Railway.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.
1	Canada Southern	....	....	....	....	....	....	....	....	....	....
2	Canadian Govt. Ry.—Intercolonial	....	....	....	4	....	....	....	....	....	....
3	Canadian Northern	....	....	....	....	....	....	....	....	1	....
4	Canadian Northern, Ontario	....	....	....	....	....	....	....	....	....	....
5	Canadian Northern, Quebec	....	....	....	....	....	....	....	....	....	....
6	Canadian Pacific	....	1	....	....	....	....	....	....	11	1
7	Dominion Atlantic	....	....	....	....	....	....	....	....	....	....
8	Grand Trunk	....	1	....	....	....	....	....	....	....	1
9	Grand Trunk (Canada Atlantic)	....	....	....	....	....	....	....	....	....	....
10	Halifax and Southwestern	....	....	....	....	....	....	....	....	1	....
11	Hereford	....	....	....	....	....	....	....	....	....	....
12	Lake Erie and Detroit River	....	....	....	....	....	....	....	....	....	....
13	Maritime Railway and Coal Co.	....	....	....	....	....	....	....	....	....	....
14	Montreal and Atlantic	....	....	....	....	....	....	....	....	....	....
15	Morrissey, Fernie and Michel	....	....	....	....	....	....	....	....	....	1
16	New Westminster Southern	....	....	....	....	....	....	....	....	....	....
17	Père Marquette	....	....	....	....	....	....	....	....	....	....
18	Quebec Central	....	....	....	1	....	....	....	....	....	....
19	Quebec and Lake St. John	....	....	....	....	....	....	....	....	....	....
20	St. Lawrence and Adirondack	....	....	....	....	....	....	....	....	....	....
21	Sydney and Louisburg	....	....	....	....	....	....	....	....	....	....
22	Temiskaming and Northern Ontario	....	....	....	....	....	....	....	....	....	....
23	Vancouver, Victoria and Eastern	....	....	1	....	....	....	....	....	....	....
24	Wabash	....	....	....	....	....	....	....	....	....	1
	Final total	....	2	1	5	....	....	....	....	13	4

Year ending June 30, 1910, showing kind of Accident.

OF TRAINS, LOCOMOTIVES OR CARS.

TRESPASSING.

ACCIDENT.

206	207	208	209	210	211	212	213	214	215	216	217	
Jumping on or off Trains, Locomotives or Cars.		STRUCK BY TRAINS, LOCOMOTIVES OR CARS.						Other Causes.		Total Accidents to other Persons—Trespassing.		
		At Highway Crossings.		At Stations.		At other Points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
....	1	....	1	....	....	4	....	....	....	4	2	1
....	....	1	....	6	5	....	....	....	....	7	9	2
....	....	....	....	....	....	3	4	1	....	5	4	3
....	....	....	....	....	1	....	....	....	....	....	1	4
....	....	....	....	....	1	....	....	....	....	....	1	5
9	11	8	11	12	8	36	14	2	4	78	50	6
....	....	....	....	....	....	....	1	....	....	....	1	7
5	12	....	5	1	3	50	31	2	....	58	53	8
....	....	....	....	....	....	3	2	....	....	3	2	9
....	....	....	....	....	....	....	....	2	5	3	5	10
....	....	....	....	....	....	....	1	....	1	....	2	11
....	....	....	....	....	....	....	2	....	....	....	2	12
....	....	....	....	....	....	1	....	....	....	1	....	13
....	....	....	....	....	....	3	....	....	....	3	....	14
....	....	....	....	....	....	1	....	....	....	1	1	15
....	1	....	....	....	....	....	....	....	....	....	1	16
....	....	....	....	....	....	....	2	....	....	....	2	17
....	....	....	....	....	....	....	....	....	....	....	1	18
....	....	....	....	....	....	....	....	....	1	....	1	19
....	....	....	....	....	....	3	....	....	....	3	....	20
....	1	....	....	....	....	1	1	....	....	1	2	21
....	....	....	....	....	....	4	1	....	....	4	1	22
....	....	....	....	....	....	....	1	....	1	1	2	23
....	....	....	....	....	....	2	2	1	2	3	5	24
14	26	9	17	19	18	111	62	8	14	175	148	

TABLE 15 J.—SUMMARY of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE MOVEMENT

OTHER PERSONS

Number.	218	219	220	221	222	223	224	225	226	227	228
		KIND OF									
	Name of Railway.	Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern	....	....	....	....	....	....	....	....	....	....
	Canadian Government Railways—										
2	Intercolonial	....	....	....	1	....	....	....	....	....	....
3	Prince Edward Island	....	....	....	....	....	....	....	....	....	....
4	Canadian Northern	....	....	....	....	....	....	....	....	....	....
5	Canadian Northern, Ontario	....	....	....	....	....	....	....	....	....	....
6	Canadian Northern, Quebec	....	....	....	....	....	....	....	....	....	....
7	Canadian Pacific	....	1	....	....	....	....	....	....	....	2
8	Dominion Atlantic	....	....	....	....	....	....	....	....	....	....
9	Grand Trunk (in Canada)	1	6	....	....	....	....	....	....	....	2
10	Grand Trunk (Canada Atlantic)	....	....	....	....	....	....	....	....	....	....
11	Kingston and Pembroke	....	....	....	....	....	....	....	....	....	....
12	Lake Erie and Detroit River	....	....	....	....	....	....	....	....	....	....
13	Montreal and Atlantic	....	....	....	....	....	....	....	....	....	....
14	Père Marquette	....	....	....	....	....	....	....	....	....	....
15	Quebec and Lake St. John	....	....	....	....	....	....	....	....	....	....
16	Thousand Islands	....	....	....	....	....	....	....	....	....	....
17	Toronto, Hamilton and Buffalo	....	....	....	....	....	....	....	....	....	....
18	Vancouver, Victoria and Eastern	....	....	....	....	....	....	....	....	....	....
19	Wabash (in Canada)	....	....	....	....	....	....	....	....	....	....
	Final total	1	7	....	1	....	....	....	....	....	4

Year ending June 30, 1910, showing kind of Accident.

of Trains, Locomotives or Cars.

NOT TRESPASSING.

ACCIDENT.

229	230	231	232	233	234	235	236	237	238	239	240	
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to other Persons—not Trespassing.		
		At Highway Crossings.		At Stations.		At other Points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
......	......	4	3	......	......	1	1	......	......	5	4	1
......	......	2	1	......	......	......	......	......	......	2	2	2
......	......	......	1	......	......	......	......	......	......	......	1	3
......	......	......	......	......	......	1	......	......	......	1	......	4
......	......	1	1	......	......	......	......	......	......	1	1	5
......	......	1	......	......	......	......	......	......	......	1	......	6
2	2	19	11	6	2	3	2	1	3	31	23	7
......	......	......	1	......	......	......	......	......	......	......	1	8
......	4	18	18	1	......	3	......	1	3	24	33	9
......	......	......	1	......	......	......	......	......	1	......	2	10
......	......	......	3	......	......	......	......	......	......	......	3	11
......	......	1	1	......	......	......	......	......	......	1	1	12
......	......	1	......	......	......	......	......	......	......	1	......	13
......	......	1	1	......	......	......	......	......	1	1	2	14
......	......	......	1	......	......	......	......	......	......	......	1	15
......	......	1	......	......	......	......	......	......	......	1	......	16
......	......	1	......	......	......	......	......	......	......	1	......	17
......	......	......	1	......	......	......	......	......	......	......	1	18
......	......	4	......	......	1	......	1	......	......	4	2	19
2	6	54	44	7	3	8	4	2	8	74	77	

TABLE 15 K.—SUMMARY of Accidents to Persons for the

B.—ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING

EMPLOYEES—STATION

Number.	243	244	245	246	247	248	249	250	251	252	253
		STATION MEN.									
		Kind of Accident.									
	Name of Railway.	Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Canadian Government Ry's—										
3	Intercolonial	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Prince Edward Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Canadian Northern	.....	8	.....	.....	.....	.....	.....	.....	.....	.....
6	Canadian Northern, Quebec	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Canadian Pacific	.....	47	.....	1	.....	2	.....	.....	1	2
8	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	" (Canada Atlantic)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Lake Erie and Detroit River	.....	4	.....	.....	.....	.....	.....	.....	.....	.....
11	Massawippi Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
12	Montreal and Atlantic	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
13	Ottawa and New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Père Marquette	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Quebec Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Quebec and Lake St. John	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Temiscouata	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Temiskaming and Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Toronto, Hamilton and Buffalo	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
20	Vancouver, Victoria and Eastern	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
	Totals	.....	62	.....	1	.....	2	.....	.....	1	3

Year ending June 30, 1910, showing kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

MEN AND SHOPMEN.

254	255	256	257	258	259	260	261	262	263	264	265	266	267	
Total Accidents to Station Men.		SHOPMEN.										Total Accidents to Shopmen.		
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	.....	....	...	......	1	.....	2	.....	.....	......	1	......	4	1
......	....	......	......	....	46	......	2	.....	.....	....	2	.....	50	2
......	....	......	......	......	....	......	......	......	......	......	1	......	1	3
......	......	......	.....	......	4	......	......	......	......	.....	2	......	6	4
....	8	....	.....	......	32	....	8	......	2	....	12	.....	54	5
......	....	....	.....	......	......	......	......	1	1	...	1	1	2	6
1	52	......	2	......	25	......	3	....	1	......	8	...	39	7
.....	......	......	....	......	.....	......	......	......	......	.....	4	....	4	8
......	....	......	......	......	....	....	......	......	......	......	1	......	1	9
......	4	......	......	.....	....	..	......	..	......	....	1	..	1	10
......	1	......	......	......	......	......	......	......	......	....	......	....	....	11
.....	1	......	......	....	....	.....	......	......	......	......	......	......	....	12
.....	.....	......	......	......	6	......	......	......	......	......	......	......	6	13
....	....	......	......	......	6	......	1	......	......	....	3	....	10	14
.....	....	......	......	......	1	.....	.....	......	......	......	.....	.....	1	15
......	.....	.....	....	......	....	......	......	.....	.....	....	21	.....	21	16
....	....	......	......	......	6	....	.....	......	......	......	......	......	6	17
......	....	.....	......	....	2	....	......	......	......	......	......	......	2	18
.....	1	....	...	.....	2	......	......	......	......	......	1	......	3	19
..	1	......	....	..	3	..	...	......	2	......	2	....	7	20
1	68	......	2	....	134	....	16	1	6	......	60	1	218	

TABLE 15 L.—SUMMARY of Accidents to Persons for the

B.—ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING

EMPLOYEES—TRACKMEN

	268	269	270	271	272	273	274	275	276	277	278
		TRACKMEN.									
		KIND OF ACCIDENT.									
	Name of Railway.	Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
Number.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay						2				1
2	Bay of Quinté		1								3
3	Brandon, Saskatchewan and Hudson Bay										1
4	Canada Southern				5		7		1	1	3
	Canadian Government R'ys—										
5	Intercolonial										
6	Prince Edward Island						2				6
7	Canadian Northern				4		18				4
8	" " Ontario				1						
9	" " Quebec										2
10	Canadian Pacific				9	1	30		1	53	24
11	Crowsnest Southern						1		1		1
12	Grand Trunk						2				2
13	" " (Canada Atlantic)						2				
14	Hereford										
15	Manitoulin and North Shore				1						
16	Manitoba Great Northern										1
17	Montreal and Atlantic						1				
18	Nelson and Fort Sheppard						1				2
19	Père Marquette						1				1
20	Quebec and Lake St. John										
21	Quebec, Montreal and Southern									1	
22	Stanstead, Shefford and Chambly						1				
23	St. Lawrence and Adirondack						2				
24	Temiscouata				4						
25	Temiskaming and Northern Ontario				4		3				2
26	Thousand Islands										
27	Vancouver, Victoria and Eastern				2		3				5
28	Victoria and Sidney				1						
	Totals		1		31	1	76		3	55	58

Year ending June 30, 1910, showing kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

AND OTHER EMPLOYEES.

279	280	281	282	283	284	285	286	287	288	289	290	291	292	
Total Accidents to Trackmen.		OTHER EMPLOYEES.										Total Accidents to other Employees.		
		Kind of Accident.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
......	3	......	......	......	......	......	1	......	......	......	3	......	4	1
......	4	......	......	......	......	......	......	......	......	......	......	......	......	2
......	1	......	......	......	......	......	......	......	......	......	......	......	......	3
1	16	......	1	......	3	......	4	......	......	2	8	2	16	4
......	......	......	3	......	2	......	2	......	......	......	1	......	8	5
......	8	......	......	......	......	......	......	......	3	......	8	......	11	6
......	26	......	8	......	1	......	......	......	11	......	9	......	29	7
......	1	......	......	......	......	......	......	......	......	......	3	......	3	8
......	2	......	2	......	......	......	1	......	1	1	7	1	11	9
54	64	......	11	......	24	1	15	......	6	17	45	18	101	10
......	3	......	......	......	......	......	......	......	......	......	......	......	......	11
......	4	......	2	......	......	......	2	......	......	1	8	1	12	12
......	2	......	......	......	......	......	......	......	......	1	1	1	1	13
......	......	......	......	......	......	......	......	......	......	......	1	......	1	14
......	1	......	......	......	......	......	......	......	......	......	1	......	1	15
......	1	......	......	......	......	......	......	......	......	......	......	......	......	16
......	1	......	......	......	2	......	1	......	......	......	......	......	3	17
......	3	......	......	......	......	......	......	......	......	......	......	......	......	18
......	2	......	......	......	......	......	......	......	......	......	1	......	1	19
......	......	......	1	......	......	......	......	......	1	......	......	......	2	20
1	......	......	......	......	......	......	......	......	......	......	......	......	......	21
......	1	......	......	......	......	......	1	......	......	......	......	......	1	22
......	2	......	......	......	1	......	1	......	......	......	1	......	3	23
......	4	......	......	......	......	......	......	......	......	......	1	......	1	24
......	9	......	......	......	......	......	......	......	......	......	......	......	......	25
......	......	......	......	......	......	......	......	......	......	......	......	......	1	26
......	10	......	1	......	1	......	3	......	......	......	9	......	14	27
......	1	......	......	......	1	......	......	......	......	......	......	......	......	28
56	169	......	29	......	35	1	31	......	22	22	107	23	224	

TABLE 15 M.—SUMMARY of Accidents to Persons for the

B.—ACCIDENTS ARISING FROM CAUSES OTHER THAN THOSE RESULTING

PASSENGERS AND

	295	296	297	298	299	300	301	302	303	304	305
		PASSENGERS.									
		Kind of Accident.									
	Name of Railway.	Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
Number.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Government Ry.— Intercolonial	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Canadian Pacific	.....	.....	.....	.....	.....	.....	.....	.....	2	3
4	Crowsnest Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	2	.....	2
6	Massawippi Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
7	Manitoba Great Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Quebec Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Thousand Islands	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
	Totals	.....	.....	.....	.....	.....	.....	.....	2	2	7

Year ending June 30, 1910, showing kind of Accident.

FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES, OR CARS.

OTHER PERSONS.

306	307	308	309	310	311	312	313	314	315	316	317	318	319	
Total Accidents to Passengers.		PULLMAN EMPLOYEES, OTHER PERSONS AND EXPRESS MESSENGERS.										Total Accidents to other Persons.		
		KIND OF ACCIDENT.												
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
......	......	......	......	......	......	......	......	......	......	1	2	1	2	1
......	......	......	......	......	......	......	......	......	......	1	......	1	......	2
2	3	......	1	......	......	1	1	......	......	4	3	5	5	3
......	......	......	......	......	......	......	......	......	......	1	......	1	......	4
......	4	......	......	......	......	......	......	......	......	......	1	......	1	5
......	1	......	......	......	......	......	......	......	......	......	......	......	......	6
......	......	......	......	......	......	......	......	......	......	......	1	......	1	7
......	......	......	......	......	1	......	......	......	......	......	......	......	1	8
......	1	......	......	......	......	......	......	......	......	......	......	......	......	9
2	9	......	1	......	1	1	1	......	......	7	7	8	10	

ELECTRIC

TABLE 1.—SUMMARY Statement of Description of Road, Mileage,

	1	2	3	4	5	6
		TRACK.				
Number.	Name of Railway.	Length of Road, First Main Track.	Length of Second Main Track.	Total Length of Main Track.	Length of Siding and Turnouts.	Total Computed as Single Track
1	Berlin and Waterloo	3·12	·50	3·62	·38	4·00
2	Berlin and Bridgeport	2·40	...	2 40	·10	2·50
3	Brantford and Hamilton	23·00	...	23·00	...	23·00
4	British Columbia	100·79	30·81	131·60	10·05	141·65
5	Calgary Municipal	12·00	4·00	16·00	·50	16 50
6	Cape Breton	11 58	...	11·58	·29	11·87
7	Chatham, Wallaceburg and Lake Erie	32·85	...	32·85	2 00	34·85
8	Cornwall	4·00	...	4·00	2·50	6 50
9	Galt, Preston and Hespeler	17·81	1·36	19·17	7 25	26·42
	Leased Line—Preston to Berlin	...	...	...	...	...
10	Grand Valley[1]	38·29	1·95	40·24	·19	40 43
11	Guelph Radial	6 00	...	6·00	·33	6·33
12	Halifax	9·908	3·094	13 002	·387	13·389
13	Hamilton and Dundas	7·00	...	7·00	...	7·00
14	Hamilton, Grimsby and Beamsville	22·00	...	22 00	...	22·00
15	Hamilton Radial	25·00	...	25·00	...	25·00
16	Hamilton Street	22 00	...	22 00	...	22·00
17	Hull	12·86	10·60	23·46	1·72	25·18
18	International Transit Co	3·68	...	3·68	·22	3·90
19	Kingston, Portsmouth and Cataraqui	8·00	...	8·00	...	8·00
20	Levis County	10·25	...	10·25	...	10·25
21	London	25 73	6·79	32 52	·73	33·25
22	London and Lake Erie Railway and Transportation Co.	27·50	...	27·50	1·50	29·00
23	Montreal Park and Island	29·18	16·01	45·19	4 45	49·64
24	Montreal Street	76·29	59·17	135·46	16·77	152·23
25	Montreal Terminal	18·22	4·66	22·88	7·39	30·27
26	Montreal and Southern Counties	7 20	...	7 20	...	7·20
27	Niagara Falls Park and River	11·91	11·20	23 11	1·37	24·48
28	Niagara, St. Catharines and Toronto	40 06	...	40 06	5·56	45·62
29	Nipissing Central	5·10	...	5·10	·42	5·52
30	Oshawa	7·81	...	7·81	3·55	11·36
31	Ottawa	23·40	20·64	44·04	·50	44·54
32	Peterborough Radial	5·10	...	5·10	·142	5·242
33	Pictou County	7·90	...	7·90	·20	8·10
34	Port Arthur	10·00	9·00	19 00	·25	19·25
35	Quebec Railway, Light and Power Co. (Citadel)	17·22	...	17·22	...	17·22
36	Quebec Railway, Light and Power Co. (Montmorency)	25·10	6 30	31·40	3·00	34·40
37	Sandwich, Windsor and Amherstburg	36·06	...	36·06	...	36 06
38	Sarnia	8 35	...	8·25	1·00	9·25
39	Sherbrooke Street[2]	7·00	...	7·00	...	7·00
40	St. John	12·50	6·50	19 00	...	19·00
41	St. Stephen	7·00	...	7·00	...	7·00
42	St Thomas	7·50	...	7 50	·20	7·70
43	Sydney and Glace Bay	20·98	...	20·98	·33	21 31
44	Toronto Street	52·587	49 805	102·392	5·323	107 715
45	Toronto Suburban	9·84	...	9·84	·42	10·26
46	Toronto and York Radial	72·43	...	72·43	8·42	80·85
47	Windsor, Essex and Lake Shore Rapid	36·167	...	36·167	3·840	40 007
48	Winnipeg	65·50	...	65·50	...	65·50
49	Yarmouth	3·00	...	3·00	·11	3·11
	Total	1,049 072	242·389	1,291·461	91·392	1,382·853

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*[1] Includes Grand Valley, Brantford Street and Woodstock and Thames Valley and Ingersoll Rail-

RAILWAYS.

Passengers and Freight carried for the Year ending June 30, 1910.

7	8	9	10	11	12	13	14	
	Mileage.			Passengers Carried.			Freight Carried.	
Track Leased.	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	No. of Tons Freight Carried.	Number.
....	90,000	7	90,007	673,514	18,823	692,337	280	1
·70	34,400	....	34,400	150,648	....	150,648	....	2
....	233,733	32,978	266,711	372,905	....	372,905	3,412	3
37·78	5,623,439	146,883	5,770,322	33,417,659	....	33,417,659	41,142	4
....	500,622	....	500,622	3,329,697	320,000	3,649,697	....	5
....	324,821	....	324,821	1,698,723	390,549	2,089,272	....	6
....	238,761	32,075	270,836	269,469	....	269,469	50,398	7
....	192,445	13,731	206,176	357.116	....	357.116	....	8
....	219,977	35,266	255,243	823,167	....	823,167	132,418	9
....	....	....	....	....	....	....	....	
....	358,593	....	358,593	1,026,354	68,135	1,094,489	1,464	10
....	187,000	5,500	192,500	605,476	57,574	663,050	15,000	11
....	888,024	....	888,024	4,465,308	307,674	4,772,982	....	12
....	110,381	795	111,176	511,344	....	511,344	312	13
....	291,212	50,692	341,904	508,091	....	508,091	28,110	14
....	472,236	21,390	493,626	1,135,291	....	1,135,291	8,161	15
....	1,647,524	....	1,647,524	9,123,669	2,282,998	11,406,667	....	16
1 82	736,660	35,175	771,835	1,391,677	110,000	1,501,677	9,960	17
....	305,170	....	305,170	1,159,787	977	1,160,764	....	18
....	199,680	....	199,680	721,212	133,490	854,702	....	19
....	320,220	....	320,220	1,368,258	359,429	1,727,687	....	20
....	1,421,735	....	1,421,735	6,718,167	1,066,253	7,784,420	1,713	21
....	310,195	35,458	345,653	553,133	20,415	573,548	5,182	22
....	1,165,812	9,920	1,175,732	4,006,245	566,206	4,572,451	27,120	23
8·64	15,134,852	162,691	152,975,543	102,377,923	34,991,186	137,369,109	....	24
....	626,072	53,486	679,558	1,787,654	123,002	1,910,656	111,477	25
....	70,935	....	70,935	319,778	....	319,778	....	26
....	350,512	....	350,512	1,295,485	157,047	1,452,532	....	27
....	701,016	36,318	727,334	2,565,262	64,922	2,630,184	186,123	28
....	23,500	....	23,500	149,980	....	149,980	....	29
....	34,578	22,983	57,561	138,686	....	138,686	124,351	30
2·22	3,924,542	25,727	3,950,269	15,987,849	5,329,283	21,317,132	....	31
....	257,063	....	257,063	710,853	....	710,853	....	32
....	138,634	4,893	143,527	839,369	....	839,369	....	33
....	491,766	....	491,766	2,832,426	20,000	2,852,426	58,677	34
....	1,602,453	....	1,602,453	7,169,245	1,783,514	8,952,759	....	35
....	330,562	....	330,562	1,269,348	....	1,269,348	....	36
....	854,794	....	854,794	·3,031,244	363,326	3,394,570	....	37
....	143,990	....	143,990	723,566	....	723,566	....	38
....	288,020	....	288,020	734,319	108,951	843,270	....	39
....	978,134	....	978,134	3,878,521	1,323,535	5,202,056	....	40
3·00	183,960	....	183,960	587,538	26,300	613,838	....	41
....	236,328	....	236,328	409,685	136,561	546,246	....	42
2·28	246,761	20,741	267,502	2,083,754	30,352	2,114,106	....	43
....	15,391,301	....	15,391,301	103,480,724	40,436,390	143,917,114	....	44
....	227,113	....	227,113	1,047,191	55,263	1,102,454	....	45
....	1,018,299	87,916	1,106,215	3,794,219	....	3,794,219	35,626	46
....	240,779	54,936	295,715	296,280	1,464	297,744	11,368	47
....	4,892,661	....	4,892,661	28,814,161	8,574,205	37,415,366	....	48
....	98,340	....	98,340	225,906	....	225,906	....	49
56·44	64,359,605	889,561	65,249,166	360,964,876	99,227,824	460,192,700	852,294	

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way. [2] Figures for 1909 used.

ELECTRIC

Table 2.—Summary Statement of Capital

	1	2	3	4	5
		Stocks.			Funded
Number.	Name of Railway.	Amount Outstanding	Amount per Mile of Line.	Proportion to total Railway Capital. 100 x Col. 2 / Col. 12.	Amount Outstanding Cols. 8 + 9 + 10 + 11
		$	$	Per cent.	$
1	Berlin and Waterloo				112,459
2	Leased Line—Berlin and Bridgeport	17,000	7,083	87 50	2,200
3	Brantford and Hamilton	300.000	13,043	31·25	660,000
4	British Columbia	8,760.000		51·50	8,609,133
5	Calgary Municipal				516,000
6	Cape Breton	1,359.000	117,357	59·42	928,000
7	Chatham, Wallaceburg and Lake Erie	618,600	17,675	45·06	754,500
8	Cornwall Street	200,000	30,769	100·00	
9	Galt, Preston and Hespeler	49,850	2,799	8·00	601,852
10	Leased Line—Preston to Berlin	1,000	102	100·00	
11	Grand Valley	1,100,000	26,004	61·50	688,800
12	Guelph Radial	108,000	18,000	100 00	
13	Halifax Tramway	1,400,000	140,210	69·60	607,000
14	Hamilton and Dundas	100,000	14,286	28·56	250,000
15	Hamilton, Grimsby and Beamsville	235,000	10,682	61·00	150,000
16	Hamilton Radial	111,150	4,446	8·74	1,100,000
17	Hamilton Street	205,000	9,318	29·08	500,000
18	*Hamilton, Waterloo and Guelph	500.000		100·00	
19	Hull	292,000	20,027	100·00	
20	International Transit Co	148,250	42,853	23·54	512,000
21	Kingston, Portsmouth and Cataraqui	83,100	10,388	45·60	99,250
22	Levis County	382,600	37,327	71·69	151,100
23	London Street	552,000	16.626	49·00	575,000
24	London and Lake Erie	2,000,000	72,727	74·00	700,000
25	Montreal Park and Island	1,035,900	22,984	50·27	1,025,000
26	Montreal Street	10,000,000	142,857	79·00	4,426,035
27	Montreal Terminal	1,000,000	33,091	62·00	613,000
28	Montreal and Southern Counties	500,000	69,444	100·00	
29	*Mount McKay and Kakabeka Falls	115,900		100·00	
30	Niagara Falls, Park and River				600,000
31	Niagara, St. Catharines and Toronto	925,000	23,125	47·20	1,034,000
32	Nipissing Central	280,000	56,000	100 00	
33	Oshawa	40,000	3,521	33·80	78,452
34	Ottawa	1,247,706	28,013	71·40	500,000
35	Peterborough Radial	100,000	19.608	56·63	76,592
36	Pictou County	300,000	37,500	50·00	300,000
37	Port Arthur and Fort William				646.087
38	Quebec Railway, Light and Power Co	3,250,000	75,581	56·35	2,517,299
39	Sandwich, Windsor and Amherstburgh	297,000	8,294	37·74	490,000
40	Sarnia Street	90,000	9.730	53·00	78,100
41	†Sherbrooke Street	200,000	28,571	57·14	150,000
42	St. John, N.B.	800,000	64,000	44·41	1,000,000
43	St. Stephen, N.B	100,000	14,285	50·00	100,000
44	St. Thomas, Ont				59,812
45	Sydney and Glace Bay	500.000	26,738	54·50	419.000
46	Toronto Street	8,000,000	69,516	66·67	3,998.327
47	Toronto Suburban	80,000	8.130	35·85	143,155
48	Toronto and York Radial	2,000,000	24,737	55 30	1,620,000
49	Windsor, Essex and Lake Shore	750,000	18,750	50 00	750,000
50	*Windsor and Tecumseh	100,000		34·60	189,000
51	Winnipeg Street	8,284,776	126,485	62·40	5,000,000
52	Yarmouth Street	135,000			
	Final total	58,653,826			43,391,153

* Under construction. † Figures from last year's report.

RAILWAYS.

for the Year ending June 30, 1910.

6	7	8	9	10	11	12	13	
Debt.		Funded Debt.				Summary.		
		Designation.						
Amount per Mile of Line.	Proportion to total Railway Capital. 100 x Col. 5 / Col. 12	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line.	Number.
$	Per cent.	$	$	$	$	$	$	
28,114	100·00	112,459	...	...	...	112,459	28,114	1
917	12·50	2,200	...	...	...	19,200	8,000	2
28,696	68·75	660,000	...	...	...	960,000	41,739	3
...	48·50	8,609,133	...	...	...	17,369,133	...	4
32,250	100·00	516,000	...	...	...	516,000	32,250	5
80,138	40·58	928,000	...	...	...	2,287,000	197,495	6
21,557	54·94	754,500	...	...	...	1,373,100	39,282	7
...	...	...	...	...	...	200,000	30,769	8
33,792	92·00	75,000	526,852	...	...	651,702	36,591	9
...	...	...	...	...	...	1,000	102	10
16,288	38·50	688,800	...	...	...	1,788,800	42,292	11
...	...	...	...	...	...	108,000	18,000	12
61,260	30·40	600,000	7,000	...	...	2,007,000	201,470	13
35,714	71·44	250,000	...	...	...	350,000	50,000	14
6,818	39·00	150,000	...	...	...	385,000	17,500	15
46,400	91·26	1,160,000	...	...	...	1,271,150	50,846	16
22,727	70·92	500,000	...	...	...	705,000	32,045	17
...	...	...	...	...	...	500,000	...	18
...	...	...	...	...	...	292,000	20,027	19
139,130	76·46	512,000	...	...	...	660,250	181,983	20
12,406	54·40	99,250	...	...	...	182,350	22,794	21
14,741	28·31	151,100	...	...	...	533,700	52,068	22
17,268	51·00	575,000	...	...	...	1,127,000	33,894	23
25,454	26·00	700,000	...	...	...	2,700,000	98,181	24
22,742	49·73	1,025,000	...	...	...	2,060,900	45,726	25
63,183	21·00	4,426,035	...	...	...	14,426.035	206,040	26
20,284	38·00	613,000	...	...	...	1,613,000	53,375	27
...	...	...	...	...	...	500,000	69,444	28
...	...	...	...	...	...	115,900	...	29
50,378	100·00	600,000	...	...	...	600,000	50,378	30
25,850	52·80	1,034,000	...	...	...	1,959,000	48,975	31
...	...	...	...	...	...	280,000	56,000	32
6,906	66·20	78,452	...	...	...	118,452	10,427	33
11,226	28·60	500,000	...	...	...	1,747,700	39,239	34
15,018	43·37	50,000	26,592	...	...	176,592	34,626	35
37,500	50·00	300,000	...	...	...	600,000	75,000	36
33,563	100·00	646,087	...	...	...	646,087	33,563	37
58,542	43·65	2,500,000	10,000	...	7,299	5,767,299	134,123	38
13,683	62·26	490,000	...	...	...	787,000	21,977	39
8,443	47·00	78,100	...	...	...	168,100	18,173	40
21,429	42·86	...	...	...	150,000	350,000	50,000	41
80,000	55·59	1,000,000	...	...	...	1,800,000	144,000	42
14,285	50·00	100,000	...	...	...	200,000	28,570	43
7,914	100·00	59,812	...	...	...	59,812	7,914	44
22,406	45·50	419,000	...	...	...	919,000	49,144	45
34,870	33·33	3,998,327	...	...	...	11,998,327	104,641	46
14,548	64·15	140,000	3,155	...	...	223,155	22,678	47
20,037	44·70	1,620,000	...	...	...	3,620,000	44,744	48
18,750	50·00	750,000	...	...	...	1,500,000	37,500	49
...	65·40	189,000	...	...	...	289,600	...	50
76,336	37·60	5,000,000	...	...	...	13,284,776	...	51
...	...	...	...	...	...	135,000	...	52
...	...	42,660,255	573,599	...	157,299	102.044,979	...	

ELECTRIC

TABLE 3.—SUMMARY of Income Account

	1	2	3	4	5
		EARNINGS AND INCOME.			
Number.	Name of Railway.	Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Miscellaneous Income.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	31,750 42	24,313 98	7,436 44	...
2	Berlin and Bridgeport	6,307 99	5,273 97	1,034 02	...
3	Brantford and Hamilton	98,748 55	67,913 41	30,835 14	...
4	British Columbia	1,912,121 81	1,210,855 59	701,266 22	...
5	Calgary Municipal	144,244 18	87,263 36	56,980 82	...
6	Cape Breton	93,332 22	54,771 70	38,560 52	64,305 94
7	Chatham, Wallaceburg and Lake Erie	74,626 11	46,439 42	28,186 69	...
8	Cornwall Street	25,759 35	20,700 62	5,508 73	...
9	Galt, Preston and Hespeler	140,280 33	75,891 66	64,388 67	93 32
10	Grand Valley	75,589 24	70,012 26	5,576 98	...
11	Guelph Radial	29,149 16	22,626 81	6,522 35	...
12	Halifax Tramway	198,459 51	116,275 59	82,183 92	125,822 82
13	Hamilton and Dundas	46,883 51	34,442 53	12,440 98	2,795 68
14	Hamilton, Grimsby and Belleville	105,301 89	82,422 68	22,879 21	...
15	Hamilton Radial	135,484 11	101,756 92	33,727 19	...
16	Hamilton Street	367,400 90	230,914 70	136,486 20	...
17	Hull	94,957 04	84,870 27	10,086 77	37,196 77
18	International Transit	54,194 38	34,301 97	19,892 41	12,757 25
19	Kingston, Portsmouth and Cataraqui	30,807 07	31,508 17	-701 10	1,201 93
20	Levis County	62,997 10	55,870 87	7,126 23	...
21	London Street	248,556 97	168,540 12	80,016 85	275 72
22	London and Lake Erie	105,062 56	69,311 88	35,750 68	111 52
23	Montreal Park and Island	320,661 83	221,603 85	99,057 98	...
24	Montreal Street	4,145,849 65	2,337,907 73	1,807,941 92	109,461 62
25	Montreal Terminal	132,313 36	104,931 83	27,381 53	...
26	Montreal and Southern Counties	24,744 71	39,899 31	-15,154 60	43 30
27	Niagara Falls, Park and River	153,339 75	82,842 63	70,497 12	6,696 53
28	Niagara, St. Catharines and Toronto	268,173 30	173,866 61	94,306 69	...
29	Nipissing Central	13,845 05	3,971 87	9,873 18	...
30	Oshawa	79,679 63	49,237 54	30,442 09	1,310 76
31	Ottawa	716,594 78	466,530 96	250,063 82	...
32	Peterborough Radial	32,315 29	26,272 70	6,042 59	718 39
33	Pictou County	40,558 20	26,021 17	14,537 03	26,548 78
34	Port Arthur and Fort William	130,664 32	74,373 44	56,290 88	...
35	Quebec Railway, Light and Power (Citadel)	302,974 73	208,643 68	94,331 05	...
36	" " (Montmorency)	160,063 59	106,087 82	53,975 77	...
37	Sandwich, Windsor and Amherstburg	191,400 78	104,917 25	86,483 53	28,660 66
38	Sarnia	43,184 06	31,276 59	11,907 47	...
39	Sherbrooke Street	31,176 38	32,593 72	-1,417 34	...
40	St. John, N.B.	172,222 18	154,099 78	18,122 40	90,211 02
41	St. Stephen, N.B.	29,660 70	25,991 61	3,669 09	...
42	St. Thomas	17,451 80	26,421 87	-8,970 07	...
43	Sydney and Glace Bay	111,291 05	65,508 33	45,782 72	375 00
44	Toronto Street	4,132,003 90	2,114,092 41	2,017,911 49	...
45	Toronto Suburban	52,535 57	28,623 36	23,912 21	252 98
46	Toronto and York Radial	372,509 14	216,067 17	156,441 97	...
47	Windsor, Essex and Lake Shore	106,225,67	72,827 79	33,397 88	...
48	Winnipeg	1,212,669 80	630,891 17	581,778 63	873,852 16
49	Yarmouth	...	...	...	...
	Final total	17,076,123 62	10,121,780 67	6,954,342 95	1,382,692 15

RAILWAYS.

for the Year ending June 30, 1910.

6	7	8	9	10	11	12	13	
	Deductions from Income.							
Gross Income less Operating Expenses.	Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	Other Deductions from Income.	Total Deductions from Income.	Net Income.	Net Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
7,436 44	92 53	4,919 17	425 01		5,436 71	1,999 73		1
1,034 02	118 89	120 00	721 52		960 41	73 61		2
30,835 14	3,087 77	39,600 00	17,083 66		59,771 43		28,936 29	3
701,266 22						701,266 22		4
56,980 82	22,860 00				22,860 00	34,120 82		5
102,866 46	3,492 80	44,450 00			47,942 80	54,923 66		6
28,186 69	1,369 80	28,908 15			30,277 95		2,091 26	7
5,058 73						5,058 73		8
64,481 99	3,838 57	4,404 57	45 00		8,288 14	56,193 85		9
5,576 98	1,929 96		1,084 14		3,014 10	2,562 88		10
6,522 35						6,522 35		11
208,006 74	9,995 96	30,350 00	6,326 47		46,672 43	161,334 31		12
15,236 66	1,074 79	14,000 00			15,074 79	161 87		13
22,879 21	2,380 05	7,500 00	11 44		9,891 49	12,987 72		14
33,727 19	2,856 66	68,000 00	1,700 99		72,557 65		38,830 46	15
136,486 20	39,668 59	22,500 00	11,004 40		73,172 99	63,313 21		16
47,283 54	869 45				869 45	46,414 09		17
32,649 66	580 52	25,600 00	2,034 27		28,214 79	4,434 87		18
500 83	525 14	2,970 00			3,495 14		2,994 31	19
7,126 23	634 98	8,531 11	4,640 22		13,806 31		6,680 08	20
80,292 57	5,228 19	28,750 00	21 88	636 48	34,636 55	45,656 02		21
35,862 20	904 09				904 09	34,958 11		22
99,057 98	13,443 16	97,806 42	33,633 06		144,882 64		45,824 66	23
1,917,403 54	341,069 98	200,122 07		6,309 36	547,501 41	1,369,902 13		24
27,381 53	4,221 82	36,438 77			40,660 59		13,279 06	25
-15,111 30							15.111 30	26
77,193 65	2,867 92	30,000 00			32,867 92	44,325 73		27
94,306 69	3,875 26	48,200 00	17,519 74	364 50	69,959 50	24,347 19		28
9,873 18	698 18				698 18	9,175 00		29
31,752 85	470 05	4,222 90	802 85		5,495 80	26,257 05		30
250,063 82	20,015 51	20,000 00	10,469 36		50,484 87	199,578 95		31
6,760 98	255 88	2,560 00	1,396 10		4,151 98	2,609 00		32
41,085 81	684 44	9,250 00		21,337 03	31,271 47	9,814 34		33
56,290 88						56,290 88		34
94,331 05						94,331 05		35
53,975 77						53,975 77		36
115,144 19	2,681 91	28,121 66			31,103 57	84,040 62		37
11,907 47	398 80	3,846 92			4,245 72	7,661 75		38
-1,417 34		5,000 00	1,637 42		6,637 42		8,054 76	39
108,333 42	1,551 19	50,000 00			51,551 19	56,782 23		40
3,669 09	570 81	5,000 00			5,570 81		1,901 72	41
-8,970 07							8,970 07	42
46,157 72	2,390 24	21,050 00			23,440 24	22,717 48		43
2,017,911 49	685,465 69	188,924 70		3,500 00	877,890 39	1,140,021 10		44
24,165 19	1,087 44		4,486 50	3,959 60	9,533 54	14,631 65		45
156,441 97	4,443 60	80,266 04	25,390 04		110,099 68	46,342 29		46
33,397 88	1,270 24	37,500 00	16,112 09		54,882 33		21,484 45	47
1,455,630 79	122,982 79	250,000 00			372,982 79	1,082,648 00		48
								49
8,337,035 10	1.311,953 65	1,449,152 48	156,546 16	36,106 97	2,953,759 26	5,577,434 26	194,158 42	

ELECTRIC

TABLE 3.—SUMMARY of Income Account

Number.	14	15	16	17
	Name of Railway.	Deductions from Net Income.		
		Reserves and Special Charges.	Dividends.	Total Deductions from Net Income.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo			
2	Berlin and Bridgeport			
3	Brantford and Hamilton			
4	British Columbia			
5	Calgary Municipal	4,685 29		4,685 29
6	Cape Breton	9,300 00	14,040 00	23,340 00
7	Chatham, Wallaceburg and Lake Erie			
8	Cornwall Street			
9	Galt, Preston and Hespeler			
10	Grand Valley			
11	Guelph Radial			
12	Halifax Tramway		84,000 00	84,000 00
13	Hamilton and Dundas			
14	Hamilton, Grimsby and Beamsville			
15	Hamilton Radial			
16	Hamilton Street			
17	Hull			
18	International Transit			
19	Kingston, Portsmouth and Cataraqui			
20	Levis County			
21	London Street		33,120 00	33,120 00
22	London and Lake Erie			
23	Montreal Park and Island		18,900 00	18,900 00
24	Montreal Street	200,000 00	999,573 76	1,199,573 76
25	Montreal Terminal			
26	Montreal and Southern Counties			
27	Niagara Falls, Park and River			
28	Niagara, St. Catharines and Toronto			
29	Nipissing Central			
30	Oshawa			
31	Ottawa		149,724 00	149,724 00
32	Peterborough Radial			
33	Pictou County			
34	Port Arthur and Fort William			
35	Quebec Railway, Light and Power Co. (Citadel)			
36	Quebec Railway, Light and Power Co. (Montmorency)			
37	Sandwich, Windsor and Amherstburg			
38	Sarnia		5,375 96	5,375 96
39	Sherbrooke Street*			
40	St. John, N.B.		48,000 00	48,000 00
41	St. Stephen, N.B			
42	St. Thomas			
43	Sydney and Glace Bay	4,400 01		4,400 01
44	Toronto Street	150,000 00	560,000 00	710,000 00
45	Toronto Suburban			
46	Toronto and York Radial	25,000 00		25,000 00
47	Windsor, Essex and Lake Shore			
48	Winnipeg	126,000 00	674,076 15	800,076 15
49	Yarmouth			
	Final total	519,385 30	2,586,809 87	3,106,195 17

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* Figures for 1909 used.

RAILWAYS.

for the Year ending June 30, 1910.—*Concluded.*

18	19	20	21	22	23	24	25	
Surplus for Year.	Deficit for Year.	Surplus at Beginning of Year.	Deficit at Beginning of Year.	Profit or Loss, Adjustments During Year.		Surplus at Close of Year.	Deficit at Close of Year.	Number.
				Credits.	Debits.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,999 73						1,999 73		1
73 61						73 61		2
	28,936 29		40,294 06				69,230 35	3
701,266 22						701,266 22		4
29,435 53						29,435 53		5
31,583 66		109,931 53				141.515 19		6
	2,091 26		5,483 57		4,728 78		12,303 61	7
5,058 73						5,058 73		8
56,193 85						56,193 85		9
2,562 88						2,562 88		10
6,522 35						6,522 35		11
77,334 31		360,464 44				437.798 75		12
161 87			1,102 57		352 21		1,292 91	13
12,987 72		45,237 58			5,437 90	52,787 40		14
	38,830 46		112,754 61	11,181 49	4,443 17		144,846 75	15
63,313 21		69,827 76			53,097 73	80,043 24		16
46,414 09		43,790 31		149 12	8,822 53	81,530 99		17
4,434 87			26,001 06	1,915 69	242 20		19,892 70	18
	2,994 31						2,994 31	19
	6,680 08		21,706 50				28,386 58	20
12,536 02		33,420 08			19,349 51	26,606 59		21
34,958 11						34,958 11		22
	64,721 66		976,815 12				1,041,539 78	23
170,328 37		2,333,136 79		146,927 37	59,027 07	2,591,365 46		24
	13,279 06		65,293 49		2,421 42		80,993 97	25
	15,111 30						15,111 30	26
44,325 73						44,325 73		27
24,347 19		182,117 00				206,464 19		28
9,175 00						9,175 00		29
26,257 05						26,257 05		30
49,854 95		73,165 77			30,119 81	92,900 91		31
2,609 00		2,188 89				4,797 89		32
9,814 34		10,539 30		357 48		20,711 12		33
56,290 88						56,290 88		34
94,331 05						94,331 05		35
53,975 77						53,975 77		36
84,040 62		18,096 56				102,137 18		37
2,285 79		23,186 55				25,472 34		38
	8,054 76						8,054 76	39
8,782 23		118,569 45				127,351 68		40
	1,901 72		22,027 82				23,929 54	41
	8,970 07						8,970 07	42
18,317 47		80,312 75				98,630 22		43
430,021 10		2,810,062 99				3,240,084 09		44
14,631 65						14,631 65		45
21,342 29		95,080 02				116,422 31		46
	21,484 45		65,861 57				87,346 02	47
282,571 85		706,065 77				988,637 62		48
								49
2,490,139 09	213,058 42	7,115,193 54	1,337,340 37	160,531 15	188,042 33	9,572,315 31	1,544,892 65	

ELECTRIC

TABLE 4.—SUMMARY of Gross Earnings from

Number.	1	2	3	4	5
	Name of Railway.	Car Earnings.			
		Passengers.	Freight.	Mail Express.	Other Car Earnings.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	28,372 98	14 00	1,043 09	349 55
2	Berlin and Bridgeport	6,025 94		100 00	
3	Brantford and Hamilton	78,323 20	8,945 68	1,240 37	1,151 20
4	British Columbia	1,769,150 69	118,550 82	1,409 95	16,084 61
5	Calgary Municipal	142,021 85			
6	Cape Breton	84,936 16		140 85	104 00
7	Chatham, Wallaceburg and Lake Erie	43,202 40	26,152 23	1,060 46	271 10
8	Cornwall	15,615 18	7,856 66	294 91	
9	Galt, Preston and Hespeler	64,018 76	68,229 61	6,961 22	2 60
	Leased line—Preston to Berlin				
10	Grand Valley	70,604 11	2,928 83		
11	Guelph Radial	27,101 37	868 90		
12	Halifax	197,330 15			
13	Hamilton and Dundas	43,896 00	619 58	313 19	86 00
14	Hamilton, Grimsby and Beamsville	68,228 67	23,840 67	7,396 25	733 45
15	Hamilton Radial	118,380 38	7,835 41	1,356 35	267 00
16	Hamilton Street	363,223 39			465 30
17	Hull	78,306 93	12,421 27	1,000 01	1,528 30
18	International Transit Co	49,126 35			
19	Kingston, Portsmouth and Cataraqui	29,605 14			
20	Levis County	59,312 51	2,544 59	690 00	450 00
21	London	244,382 96	157 49	1,240 00	471 70
22	London and Lake Erie Rly. and Transportation Company	90,080 50	10,508 81	3,396 80	
23	Montreal Park and Island	309,003 34	3,292 13		
24	Montreal Street	4,067,352 45	33,624 02		
25	Montreal Terminal	100,614 64	32,202 09	500 00	
26	Montreal and Southern Counties	24,744 71			
27	Niagara Falls Park and River	136,241 75		623 34	14,619 93
28	Niagara, St. Catharines and Toronto	182,863 68	70,977 61	1,230 05	1,057 70
29	Nipissing Central	13,061 00	21 50		65 00
30	Oshawa	10,221 24	63,572 30	3,916 17	
31	Ottawa	691,321 75		8,091 00	372 60
32	Peterborough Radial	32,315 29			
33	Pictou County	39,179 55	1,378 65		
34	Port Arthur	118,918 32	7,573 53		2,878 54
35	Quebec Ry., Light and Power Co. (Citadel)	298,996 60		1,092 68	
36	Quebec Ry., Light and Power Co. (Montmorency)	138,880 17		3,534 08	6,090 00
37	Sandwich, Windsor and Amherstburg	171,842 09	5,600 15	800 00	528 50
38	Sarnia	32,275 93	3,544 46	1,513 50	2,559 20
39	Sherbrooke Street	30,811 38			30 00
40	St. John	171,454 71			
41	St. Stephen	29,300 70			
42	St. Thomas	15,713 45			10 05
43	Sydney and Glace Bay	102,669 45		7,036 63	131 16
44	Toronto Street	4,078,275 43		4,800 00	
45	Toronto Suburban	45,508 17			
46	Toronto, York and Radial	310,864 95	51,350 69	2,121 56	
47	Windsor, Essex and Lake Shore Rapid	86,316 54	10,925 16	3,083 54	221 28
48	Winnipeg	1,205,635 26		2,368 11	428 43
49	Yarmouth	10,276 55		250 00	283 92
	Total	16,125,994 72	575,536 84	68,604 11	51,241 07

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RAILWAYS

Operation for the Year ending June 30, 1910.

6	7	8	9	10	11	12	13	14	
	Miscellaneous Earnings.								
Total Car Earnings.	Advertising.	Rent of Land or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total Gross Earnings from Operation.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
29,779 62	551 80	88 00			2,331 00		2,970 80	32,750 42	1
6,125 94		182 05					182 05	6,307 99	2
89,660 45		5,952 00		3,136 10			9,088 10	98,748 55	3
1,905,196 07	5,319 96	840 80	391 09			373 90	6,925 74	1,912,121 81	4
142,021 85	2,222 33						2,222 33	144,244 18	5
85,181 01	315 00	655 20	7,061 96			119 05	8,151 21	93,332 22	6
70,686 19	225 00	503 92		31 00		3,180 00	3,939 92	74,626 11	7
23,766 75	360 00				465 70	1,166 90	1,992 60	25,759 35	8
139,212 19		8 00	630 84		413 20	16 10	1,068 14	140,280 33	9
73,532 94	825 00					1,231 30	2,056 30	75,589 24	10
27,970 27	217 50	462 04			387 44	111 91	1,178 89	29,149 16	11
197,330 15	1,129 36						1,129 36	198,459 51	12
44,914 77	100 04	54 63		1,814 07			1,968 74	46,883 51	13
100,199 04	350 00	942 29		3,810 56			5,102 85	105,301 89	14
127,839 14	300 00	390 00		6,954 97			7,644 97	135,484 11	15
363,688 69	720 00	1,968 00		1,024 21			3,712 21	367,400 90	16
93,256 51	360 00	106 08	1,200 00			34 45	1,700 53	94,957 04	17
49.126 35	658 84					4,409 19	5,068 03	54,194 38	18
29,605 14	300 00	891 23				10 70	1,201 93	30,807 07	19
62,997 10						279 98	279 98	63,277 08	20
246,252 15	1,348 18	145 16				811 48	2,304 82	248,556 97	21
103,986 11	573 55				325 00	177 90	1,076 45	105,062 56	22
312,385 47	500 00	1,467 00	6,309 36				8,276 36	320,661 83	23
4,100,976 47						44,873 18	44,873 18	4,145,849 65	24
133,316 73	510 00		374 04				884 04	134,200 77	25
24,744 71								24,744 71	26
151,485 02	620 00	99 96		138 67	836 62	144 48	1,854 73	153,339 75	27
256,129 04		313 42	135 00	87 50		11,508 34	12,044 26	268,173 30	28
13.147 50	200 00	498 55					698 55	13,846 05	29
77,709 71	139 59	784 24			179 52	866 57	1,969 92	79,679 63	30
699,785 35	2,518 75	1,236 20			2,640 00	10,414 48	16,809 43	716,594 78	31
32,315 29	230 00					488 39	718 39	33,033 68	32
40.558 20								40,558 20	33
129,370 39	499 83				794 10		1,293 93	130,664 32	34
300,089 28	2,885 45						2,885 45	302,974 73	35
148,504 25	341 47	358 15				10,859 72	11,559 34	160,063 59	36
178,770 74	575 00	25 00			10,950 00	1,080 04	12,630 04	191,400 78	37
39,893 09	312 50					2,978 47	3,290 97	43,184 06	38
30,841 38	335 00						335 00	31,176 38	39
171,454 71	767 47						767 47	172,222 18	40
29,300 70	150 00				210 00		360 00	29,660 70	41
15,723 45	251 45		1,200 00			276 90	1 728 35	17,451 80	42
109,837 24	300 00			48 13	1,105 68		1,453 81	111,291 05	43
4,083,075 43	12,630 00					36,298 47	48,928 47	4,132,003 90	44
45,508 17	598 62				6,151 55	277 23	7,027 40	52,535 57	45
364,337 20	661 46	400 30				7,110 18	8,171 94	372,509 14	46
100,546 52	475 00	93 00				5,111 15	5,679 15	106,225 67	47
1,208,431 80	4,238 00						4,238 00	1,212,669 80	48
10,810 47	43 00				2,427 74	7,497 87	9,968 61	20,779 08	49
16,821,376 74	45,659 15	18,465 22	17,302 28	17,045 21	29,217 55	151,723 33	279,412 74	17,100,789 48	

ELECTRIC

TABLE 5.—SUMMARY of Operating Expenses

Number.	1	2	3	4	5
		MAINTENANCE—WAY AND STRUCTURES.			
	Name of Railway.	Maintenance of Track and Roadway.	Maintenance of Electric Line.	Maintenance of Buildings and Fixtures.	Total Way and Structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo		1,347 12		1,347 12
2	Berlin and Bridgeport		160 00	12 89	172 89
3	Brantford and Hamilton	9,516 02	626 56	55 78	10,198 36
4	British Columbia	74,230 96	31,611 44	3,389 15	109,231 55
5	Calgary Municipal	2,545 55	1,677 42	791 36	5,014 33
6	Cape Breton	2,979 16	1,643 18	493 15	5,115 49
7	Chatham, Wallaceburg and Lake Erie	4,889 09	575 23	539 50	6,003 82
8	Cornwall	1,399 63	40 38		1,440 01
9	Galt, Preston and Hespeler	10,953 65	723 03	51 85	11,728 53
	Leased Line—Preston to Berlin				
10	Grand Valley	505 99	2,538 29	305 94	3,350 22
11	Guelph Radial	1,025 74	244 02		1,269 76
12	Halifax	8,692 58	3,117 85	2,117 87	13,928 30
13	Hamilton and Dundas	3,431 97	1,108 29	28 21	4,568 47
14	Hamilton, Grimsby and Beamsville	8,994 86	2,444 58	129 88	11,569 32
15	Hamilton Radial	8,841 66	1,245 05	327 04	10,413 75
16	Hamilton Street	9,501 22	1,874 71	128 01	11,503 94
17	Hull	9,251 89	2,583 66	126 52	11,962 07
18	International Transit Co	1,474 88	661 87	591 42	2,728 17
19	Kingston, Portsmouth and Cataraqui	2.358 76	143 05		2,501 81
20	Lévis County	3,161 76	844 82	73 98	4,080 56
21	London	18,804 55	2,624 15	843 25	22,271 95
22	London and Lake Erie Ry. and Transportation Co.	9.788 08	999 87	7 07	10,795 02
23	Montreal Park and Island	37,117 09	4,713 48	907 65	42,738 22
24	Montreal Street	111,677 15	27,004 68	14,783 95	153,465 78
25	Montreal Terminal	7,798 27	1,922 80	1,834 93	11,556 00
26	Montreal and Southern Counties	1,441 80			1,441 80
27	Niagara Falls Park and River	14,935 79	1,620 23	1,022 61	17,578 63
28	Niagara, St. Catharines and Toronto	17,309 35	2,474 45	1,880 02	21,663 82
29	Nipissing Centre				
30	Oshawa	3,854 43	205 54	208 07	4.268 04
31	Ottawa	19,017 48	7,998 05	2,568 59	29,584 12
32	Peterborough	1,633 34	251 36	6 60	1,891 30
33	Pictou County	1,412 41	96 43		1,508 84
34	Port Arthur	7,218 31	1,557 33	686 93	9,462 57
35	Quebec Ry., Light and Power Co. (Citadel)	9,580 79	2,876 90	332 50	12.790 19
36	Quebec Ry., Light and Power Co. (Montmorency)	12,136 41	2,272 83	1,050 23	15.459 47
37	Sandwich, Windsor and Amhertsburg	10,536 41	3,082 60	152 74	13,771 75
38	Sarnia	2,536 10	11 22		2,547 32
39	Sherbrooke Street	3,443 27	560 00	900 00	4,903 27
40	St. John	13.637 33	2,261 59	568 87	16,467 79
41	St. Stephen	3,415 88	164 50	951 63	4,532 01
42	St. Thomas	2,179 14	427 90		2,607 04
43	Sydney and Glace Bay	5,195 54	1,557 33	106 44	6,859 31
44	Toronto Street	53,185 34	20,525 64	13,810 35	87,521 33
45	Toronto Suburban	2,753 68	384 27	186 45	3,324 40
46	Toronto, York and Radial	16,448 90	2,766 83	1,212 26	20,427 99
47	Windsor, Essex and Lake Shore Rapid	7,413 01	2,084 26	335 02	9,832 32
48	Winnipeg	31,444 43	7,219 68	1,138 57	39,802 68
49	Yarmouth	693 60			693 60
	Total	590,363 28	152,874 47	54,657 28	797,895 03

RAILWAYS.

for the Year ending June 30, 1910.

6	7	8	9	10	11	12	
MAINTENANCE—EQUIPMENT.							
Maintenance of Steam Plant.	Maintenance of Electric Plant.	Maintenance of Cars.	Maintenance of Electric Equipment of Cars.	Maintenance of Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
745 44	182 11	2,899 82	....	....	....	3,827 37	1
....	....	....	....	....	....	....	2
....	906 88	2,276 99	1,877 66	....	....	5,061 53	3
1,322 83	9,733 02	89,664 99	38,466 59	75 79	4,187 30	143,450 52	4
....	....	4,657 35	2,592 44	121 73	1,560 04	8,931 56	5
....	646 81	2,738 22	1,451 01	232 78	126 70	5,195 52	6
....	1,267 36	2,546 64	2,619 88	339 65	....	6,773 53	7
171 49	26 74	1,868 97	774 75	....	....	2,841 95	8
666 23	31 27	4,095 00	....	....	....	4,792 50	9
....	....	4,453 43	....	843 59	....	5,297 02	10
....	30 48	4,275 80	....	....	....	4,306 28	11
2,059 27	577 66	8,191 45	6,391 26	654 49	185 26	18,059 39	12
....	....	740 96	488 53	....	....	1,229 49	13
....	326 22	5.582 45	3,307 86	....	....	9,216 53	14
....	....	6,507 36	4.506 67	....	....	11,014 03	15
....	....	14,601 28	14,293 70	....	....	28,894 98	16
....	....	....	....	....	....	14,103 42	17
....	....	3,020 29	1,003 18	66 67	399 37	4,489 51	18
....	278 16	....	1,313 56	....	....	1,591 72	19
....	248 87	2,615 52	2,790 56	691 06	666 55	7,012 56	20
1,812 42	404 33	9,082 15	8,631 61	430 26	2,699 79	23,060 56	21
507 01	255 42	4,032 76	1,316 37	38 77	13 06	6,163 39	22
....	....	14,568 95	10,341 77	931 78	....	25,842 50	23
9,326 62	6,943 74	186,835 24	129,508 71	9,421 73	11,335 09	353,371 13	24
741 36	....	7,387 75	6,160 47	293 55	10,000 00	24,583 13	25
....	....	679 65	452 19	....	....	1,131 84	26
....	1,010 86	5,670 95	2,810 15	605 21	....	10,097 17	27
415 77	....	8,853 79	9,975 21	1,032 27	1,074 25	21,351 29	28
....	....	....	....	....	....	....	29
....	3,286 29	1,888 52	2,104 27	242 21	....	7,521 29	30
....	7,001 01	34,842 39	28,431 64	....	2,914 10	73,189 14	31
....	....	1,820 90	1,310 24	....	....	3,131 14	32
374 97	....	359 70	903 12	97 86	....	1,735 65	33
....	....	9,995 48	5,596 79	....	300 15	15,892 42	34
....	....	12,003 51	5.861 97	391 45	1,195 78	19.452 71	35
....	206 82	5,465 33	2,803 21	123 15	822 10	9,420 61	36
....	1,988 52	4,352 70	5,066 15	3 25	....	11,410 62	37
....	....	....	2,400 62	....	1,490 44	3,891 06	38
310 00	521 00	4,158 42	....	650 00	430 67	6,070 09	39
917 42	26 06	9,330 34	14,064 56	801 02	1,071 16	26,210 56	40
189 88	270 19	859 73	975 90	61 32	224 60	2,581 62	41
....	157 63	....	2,816 28	....	....	2,973 91	42
....	141 83	7,801 71	1,891 93	127 86	106 99	10,070 32	43
18,745 22	4,195 06	132,953 76	101,089 08	28,323 82	157,838 44	443,145 38	44
....	....	840 26	689 15	332 69	275 07	2,137 17	45
....	1,593 71	13,796 55	13,537 50	2,588 61	342 30	31,858 67	46
....	1,977 53	3,259 68	8,131 45	1,009 14	....	14,377 80	47
....	....	49,799 64	32,553 84	8,283 92	3,332 37	93,969 77	48
....	912 52	900 00	....	....	....	1,812 52	49
38,305 93	45,148 10	692,276 38	481,301 83	58,815 63	202,591 58	1,532,542 87	

ELECTRIC

TABLE 5.—SUMMARY of Operating Expenses

	13	14	15	16	17
		TRANSPORTATION—OPERATION OF			
Number.	Name of Railway.	Power Plant Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste for Power Plant.
		$ cts.	$ cts.	$ cts	$ cts.
1	Berlin and Waterloo				
2	Berlin and Bridgeport				
3	Brantford and Hamilton	3,227 91			
4	British Columbia	14,439 10	6,181 74	11,624 82	192 32
5	Calgary Municipal				
6	Cape Breton				
7	Chatham, Wallaceburg and Lake Erie	2,376 39	9,535 34		
8	Cornwall	1,087 82	603 12	120 00	
9	Galt, Preston and Hespeler	3,307 63	12,634 51		930 95
	Leased Line—Preston to Berlin				
10	Grand Valley	4,269 96	10,527 14		372 02
11	Guelph Radial	1,653 57	3,270 98		274 31
12	Halifax	3,123 40	12,050 40	614 79	489 19
13	Hamilton and Dundas				
14	Hamilton, Grimsby and Beamsville	2,835 79			
15	Hamilton Radial				
16	Hamilton Street				
17	Hull				
18	International Transit Co				
19	Kingston, Portsmouth and Cataraqui				
20	Levis County	775 43			
21	London	7,959 71	20,180 27	128 00	562 09
22	London & Lake Erie Ry. and Transportation Co.	6,269 99	13,453 05		339 59
23	Montreal Park and Island				
24	Montreal Street	51,113 39	77,534 78	1,083 11	2,042 84
25	Montreal Terminal	5,04[illegible] 73	5,205 62		365 34
26	Montreal and Southern Counties	2.204 28	9,222 73		
27	Niagara Falls, Park and River	4,851 84			40 31
28	Niagara, St Catharines and Toronto	3,999 66			
29	Nipissing Central	280 00			
30	Oshawa	2,182 83	6,311 00		82 38
31	Ottawa	8,135 40		3,693 97	
32	Peterborough Radial			1,500 00	
33	Picton County	2,924 58	4,332 69	80 00	237 03
34	Port Arthur				
35	Quebec Ry., Light and Power Co. (Citadel)				
36	Quebec Ry., Light and Power Co. (Montmorency)	1,097 54			
37	Sandwich, Windsor and Amherstburg	6,078 33	10,806 23	780 00	502 99
38	Sarnia				
39	Sherbrooke Street *	1,314 00			55 00
40	St. John	3,885 00	14,594 82	830 00	
41	St. Stephen	952 50	4,591 80	442 95	217 84
42	St. Thomas				
43	Sydney and Glace Bay	2,845 1	7,3[illegible]2 48	242 70	442 85
44	Toronto Street	15,950 50	5,370 10	257 99	528 16
45	Toronto Suburban				
46	Toronto and York Radial	10,966 88	25,416 84		2,696 18
47	Windsor, Essex and Lake Shore Rapid	3,255 45	7,447 53		
48	Winnipeg				
49	Yarmouth		4 767 19		167 54
	Total	178,389 69	271,410 36	21,398 33	10,538 93

* Figures of 1909 used.

RAILWAYS.

for the Year ending June 30, 1910—*Continued.*

18	19	20	21	22	23	24	25	
POWER PLANT.			TRANSPORTATION—OPERATION OF CARS.					
Miscellaneous Supplies and Expenses of Power Plant.	Hired Power.	Total Operation of Power Plant.	Superintendence of Transportation.	Wages of Conductors.	Wages of Motormen.	Wages of Miscellaneous Car Service Employees.	Wages of Car House Employees.	Number.
$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts	
....	6,955 19	6,955 19	1,100 00	2,551 19	2,551 19	....	710 00	1
....	....	....	....	934 72	934 72	....	....	2
....	13,219 91	16,447 82	1,898 69	2,947 68	2,947 69	2,142 76	1,780 89	3
1,618 17	178,073 16	212,129 31	15,160 50	215,008 72	215,008 72	33,365 55	27,213 53	4
....	31,881 20	31,881 20	564 00	15,402 58	15,367 60	367 85	....	5
....	12,552 87	12,552 87	1,062 50	7,859 30	7,859 31	....	1,351 42	6
743 36	....	12,655 09	582 80	4,429 73	4,429 74	....	....	7
....	....	1,810 94	....	4,689 24	4,689 24	....	....	8
....	....	16,873 09	1,500 00	6,595 77	6,525 73	2,222 24	3,216 73	9
....	....	....	....	....	....	....	....	
....	9,123 19	24,292 31	1,780 00	9,644 19	9,644 19	....	5,530 01	10
....	....	5,198 86	....	3,808 83	3,808 84	....	....	11
1,092 97	....	17,370 75	1,400 00	21,258 69	21,258 69	3,007 87	1,817 75	12
....	4,470 03	4,470 03	810 63	3,022 27	3,022 26	352 40	259 66	13
....	11,067 05	13,902 84	1,699 64	4,675 04	4,675 03	6,117 30	921 22	14
....	16,824 70	16,824 70	2,809 16	9,026 71	9,026 70	2,211 09	1,701 52	15
....	41,527 37	41.527 37	6,462 31	37,964 27	37,964 27	....	3,844 55	16
....	9,057 24	9,057 24	....	14,621 22	14,621 21	....	....	17
....	7,000 01	7,000 01	300 00	5.874 36	5,925 66	1,536 97	1,096 61	18
....	4,167 05	4,167 05	....	3,702 75	3,772 68	....	2,655 17	19
....	9,000 00	9,775 43	....	7,573 34	7,685 11	968 25	1,280 02	20
912 35	....	29,742 42	2,428 65	29,257 88	29,771 81	1,145 20	1,777 44	21
595 34	....	20,657 97	612 07	5,456 35	5,456 65	3,739 53	1,672 75	22
....	51,818 90	51,818 90	3,783 93	21.288 71	20,537 10	6,587 46	3,186 08	23
2,985 16	233,400 41	368,159 62	37,339 23	417,211 50	411,051 68	21,798 99	45,944 45	24
73 87	1,500 00	12,190 06	1,970 00	14,069 50	14,173 75	3,192 75	3,027 55	25
759 91	....	12,186 92	719 56	1,703 96	1,703 97	534 30	....	26
690 02	....	5,562 17	1,748 07	8,882 74	8,751 88	824 58	2,230 35	27
220 87	12,858 80	17,079 33	6,599 20	21,127 85	21,127 86	13,296 07	2,440 54	28
....	1,250 00	1,530 00	....	479 69	548 03	....	673 66	29
250 00	2,405 34	11,231 55	1,650 05	2.019 00	2,767 00	1,033 41	300 00	30
1,603 31	15,000 00	28,432 71	11,412 86	92,958 18	92,958 17	21,174 52	8,607 06	31
....	....	1.500 00	780 00	5,558 98	5,558 98	354 25	354 25	32
55 00	....	7,629 30	....	3,730 52	2,652 37	820 90	1,999 79	33
....	13,493 26	13,493 26	1,991 30	12.839 11	12,639 24	915 38	....	34
....	20,343 30	20.343 30	10,272 74	42,330 10	42,330 10	1,847 50	6,828 87	35
25 10	4,001 25	5,213 89	1,665 31	10,728 95	7,826 80	16,984 15	1,009 87	36
215,49	8,232 85	26,615 89	912 35	17,995 43	17,995 43	408 33	2,864 74	37
....	5,577 81	5,577 81	....	3,998 22	3.998 21	....	....	38
40 00	....	1,409 00	500 00	3,800 00	3,800 00	200 00	1,880 00	39
292 76	....	19,602 58	3,120 00	27,218 08	27.218 08	....	5,602 62	40
....	....	6,20 09	355 00	2,763 90	2.759 70	....	1,941 95	41
....	4.448 23	4,448 23	....	5,704 52	5,704 53	....	2,484 55	42
519 56	3.329 80	14,752 54	998 50	5.287 76	5,287 76	....	990 98	43
4,239 54	29 ,331 06	319.677 35	40,036 78	407.934 77	376,257 92	....	208,012 17	44
....	4.560 00	4,560 00	....	4,92 62	5,094 09	....	2,513 17	45
335 63	11,909 90	51.325 43	4,147 50	16,873 53	16,873 53	....	9,596 18	46
648 40	....	11,351 38	1,325 17	3,916 56	3,946 57	....	....	47
....	44,803 84	44,803 84	21,069 10	175.318 45	163,669 65	5,800 75	24,680 66	48
....	....	4,934 73	....	2,917 24	2,917 24	....	....	49
17,916 3	1,087,273 72	1,5 6,927 37	192,567 60	1,749,916 70	1,697,096 68	152,950 35	393,998 76	

ELECTRIC

TABLE 5.—SUMMARY of Operating Expenses

	26	27	28	29
		TRANSPORTATION—		
Number.	Name of Railway.	Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo			
2	Berlin and Bridgeport			
3	Brantford and Hamilton	1,238 21	1,406 90	923 69
4	British Columbia	9,184 88	45,105 14	5,860 91
5	Calgary Municipal	803 22	275 29	
6	Cape Breton	899 98		48 13
7	Chatham, Wallaceburg and Lake Erie		2,447 95	3,100 00
8	Cornwall		716 91	
9	Galt, Preston and Hespeler—Leased line, Preston to Berlin		4,013 82	
10	Grand Valley			
11	Guelph Radial			
12	Halifax	1,774 31	416 21	
13	Hamilton and Dundas	500 63	1,101 38	3,144 41
14	Hamilton, Grimsby and Beamsville	1,365 37	2,258 95	2,318 08
15	Hamilton Radial	1,675 08	2,971 11	6,342 35
16	Hamilton Street	2,791 32	5.734 72	1,247 79
17	Hull	1,166 80	501 89	
18	International Transit Co	140 06	216 46	
19	Kingston, Portsmouth and Cataraqui			
20	Levis County	350 08	443 28	3,199 20
21	London	1,426 69	2,477 74	
22	London and Lake Erie Railway and Transportation Co	1,943 38	1,289 15	
23	Montreal Park and Island			3,439 99
24	Montreal Street	35.605 78	49,992 50	
25	Montreal Terminal			
26	Montreal and Southern Counties		3,495 58	
27	Niagara Falls Park and River	30 67	3,177 30	
28	Niagara, St. Catharines and Toronto		4,993 23	9,549 40
29	Nipissing Central			
30	Oshawa		7,606 39	2,962 61
31	Ottawa			
32	Peterborough Radial	321 99	544 21	
33	Pictou County		94 09	
34	Port Arthur		822 15	
35	Quebec Railway, Light and Power Co. (Citadel)		11,056 56	
36	Quebec Railway, Light and Power Co. (Montmorency)	2,508 01	2,366 56	
37	Sandwich, Windsor and Amherstburg	1,522 87	116 72	
38	Sarnia			
39	Sherbrooke Street			
40	St. John		2,066 91	
41	St. Stephen	18 12		
42	St. Thomas			
43	Sydney and Glace Bay	1,853 93		
44	Toronto Street			
45	Toronto Suburban	383 51		
46	Toronto and York Radial	3,681 92	14,383 72	
47	Windsor, Essex and Lake Shore Rapid		11,332 07	
48	Winnipeg	27,299 35		
49	Yarmouth		102 05	
	Total	98,486 16	183,526 94	42,136 56

RAILWAYS.

for the Year ending June 30, 1910—*Continued.*

30	31	32	33	34	35	36	37	
Operation of Cars—*Continued.*			General.					
Cleaning and Sanding Track.	Removal of Snow and Ice.	Total Operation of Cars.	Salaries of General Officers.	Salaries of Clerks.	Printing and Stationery	Miscellaneous Office Expenses.	Store Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	202 25	7,114 63	....	300 00	....	218 61	290 98	1
....	59 05	1,928 49	115 00	662 31	35 00	....	....	2
....	1,091 49	16,378 00	1,347 00	4,726 06	374 35	....	....	3
5,113 18	1,030 99	572,052 12	24,133 10	42,308 69	5,875 73	5,000 83	5,639 31	4
440 87	156 25	33,377 66	3,632 50	548 45	670 01	333 68	....	5
136 41	537 55	19,754 60	3,961 94	2,107 39	472 05	144 93	187 99	6
....	....	14,990 22	....	....	477 40	....	49 10	7
365 40	....	10,460 79	1,084 72	....	142 60	455 58	....	8
....	1,549 78	25,624 07	2,518 16	6,754 00	450 00	1,009 54	....	9
....	1,226 61	27,825 00	4,120 34	....	994 34	....	....	10
....	....	7,617 67	1,000 00	429 00	241 36	88 81	....	11
412 61	2,713 11	54,059 24	2,400 00	1,218 00	533 00	416 10	371 20	12
....	652 47	12,866 11	796 50	2,523 12	126 20	....	....	13
....	803 63	24,834 26	1,593 00	5,074 71	500 30	....	....	14
....	1,349 45	37,113 17	2,052 00	5,882 08	544 95	....	....	15
....	3,242 86	99,252 09	5,777 53	12,453 40	1,070 85	....	....	16
....	2,660 47	33,571 59	1,220 00	1,898 07	276 71	686 06	....	17
....	127 61	15,217 73	1,196 19	1,265 98	179 59	....	....	18
....	361 28	10,491 88	1,861 00	....	354 78	584 96	....	19
424 71	3,813 04	25,737 03	2,143 46	1,260 00	363 94	30 38	....	20
421 28	2,725 70	71,432 39	4,599 84	1,355 23	185 15	393 10	665 00	21
....	550 88	20,720 76	3,360 00	1,296 75	622 68	491 07	....	22
1,554 84	7,842 14	68,220 25	16,258 06	2,126 75	283 72	....	....	23
28,034 80	141,175 11	1,188,154 04	43,149 98	31,423 98	5,971 74	2,907 15	12,041 30	24
2,040 72	7,866 09	46,340 36	100 00	961 28	188 27	....	....	25
....	....	8,157 37	600 00	728 58	487 46	....	....	26
499 00	558 59	26,703 18	1,038 59	1,095 03	129 68	233 96	218 62	27
619 86	2,806 99	82,561 00	8,908 82	6,039 01	1,593 49	1,172 68	979 48	28
....	....	1,701 38	300 00	173 33	15 00	10 50	....	29
....	....	18,338 46	2,700 00	300 00	177 43	....	....	30
....	8,220 20	235,330 99	17,694 33	....	919 89	442 70	500 00	31
....	173 28	13,645 94	1,585 00	1,090 80	....	501 02	....	32
....	1,278 60	10,576 27	1,800 00	472 57	....	398 28	....	33
....	423 61	29,630 79	....	2,121 25	463 00	343 58	....	34
2,663 80	16,223 06	133,552 73	3,668 39	3,165 33	598 37	7,284 55	645 00	35
....	2,896 21	45,985 86	2,945 68	4,297 04	1,781 82	873 45	....	36
....	545 67	42,361 54	2,700 00	1,246 00	152 57	81 15	....	37
....	....	7,996 43	2,232 00	505 00	399 10	240 29	....	38
350 00	1,650 00	12,180 00	1,500 00	444 00	101 30	30 00	517 10	39
....	8,766 17	73,991 86	1,861 71	1,218 35	233 10	....	524 07	40
....	356 31	8,194 98	1,845 00	193 00	....	204 45	....	41
....	....	13,893 60	960 00	420 00	290 30	12 00	....	42
116 12	362 72	14,897 77	2,205 34	1,346 00	181 14	306 21	183 86	43
3,536 74	7,375 88	1,043,154 26	34,005 92	42,406 99	4,021 12	12,365 34	8,867 00	44
626 46	131 56	13,673 41	1,500 00	1,355 50	552 75	417 62	....	45
8,088 73	5,374 92	79,020 03	10,658 04	....	401 20	2,079 96	440 02	46
....	....	20,550 37	3,796 56	1,272 60	200 90	1,275 36	343 18	47
9,754 77	....	427,592 73	3,650 00	5,747 35	....	3,302 21	1,377 89	48
....	....	5,936 53	....	500 00	....	....	....	49
65,200 30	238,881 58	4,814,761 63	236,575 70	202,712 98	33,634 34	44,336 11	33,841 10	

ELECTRIC

Table 5.—Summary of Operating Expenses

Number.	38	39	40	41
	Name of Railway.	General—		
		Stable Expenses.	Advertising and Attractions.	Miscellaneous General Expenses.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	....	....	1,668 32
2	Berlin and Bridgeport	....	....	438 71
3	Brantford and Hamilton	1,403 82	333 82	1,930 19
4	British Columbia	1,583 96	7,756 32	9,241 99
5	Calgary Municipal	....	69 75	437 93
6	Cape Breton	175 68	3 25	1,778 17
7	Chatham, Wallaceburg and Lake Erie	....	....	4,432 52
8	Cornwall	....	1,157 65	....
9	Galt, Preston and Hespeler—Leased Line, Preston to Berlin	....	....	1,312 07
10	Grand Valley	....	....	....
11	Guelph Radial	....	1,233 60	415 97
12	Halifax	972 88	633 40	941 80
13	Hamilton and Dundas	14 04	265 92	842 81
14	Hamilton, Grimsby and Beamsville	509 55	248 91	1,536 48
15	Hamilton Radial	213 95	267 39	2,153 91
16	Hamilton Street	6 77	1,787 27	3,879 88
17	Hull	1,428 64	146 53	896 33
18	International Transit Co.	....	6 00	1,081 28
19	Kingston, Portsmouth and Cataraqui	....	2,527 09	5,392 43
20	Levis County	614 96	94 95	246 73
21	London	322 10	....	1,919 79
22	London and Lake Erie Railway and Transportation Co	....	684 95	652 38
23	Montreal Park and Island	....	1,778 28	2,219 57
24	Montreal Street	7,690 21	611 46	38,396 93
25	Montreal Terminal	....	489 37	1,444 15
26	Montreal and Southern Counties	....	....	....
27	Niagara Falls Park and River	127 51	3,231 62	824 87
28	Niagara, St. Catharines and Toronto	....	2,239 01	1,551 26
29	Nipissing Central	....	....	....
30	Oshawa	586 57	....	1,264 46
31	Ottawa	....	12,699 60	4,839 33
32	Peterborough Radial	....	1,297 34	143 60
33	Pictou County	308 11	....	1,150 33
34	Port Arthur	....	....	660 64
35	Quebec Railway, Light and Power Co. (Citadel)	784 29	306 52	....
36	Quebec Railway, Light and Power Co. (Montmorency)	....	1,402 55	14,704 14
37	Sandwich, Windsor and Amherstburg	....	832 72	2,701 08
38	Sarnia	1,349 97	172 18	5,351 19
39	Sherbrooke Street	91 12	210 00	3,547 84
40	St. John	452 17	916 34	1,647 61
41	St. Stephen	....	....	173 95
42	St. Thomas	....	19 05	....
43	Sydney and Glace Bay	....	25 99	430 51
44	Toronto Street	5,996 77	105 20	....
45	Toronto Suburban	....	....	371 13
46	Toronto, York and Radial	6,184 37	1,882 71	....
47	Windsor, Essex and Lake Shore Rapid	....	1,651 21	....
48	Winnipeg	....	....	10,644 70
49	Yarmouth	....	323 09	485 34
	Total	30,817 44	47,411 04	133,752 32

RAILWAYS.

for the Year ending June 30, 1910—*Continued.*

Continued.

42	43	44	45	46	47	48	49	
Damages.	Legal Expenses in Connection with Damages.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total General.	Total Operating Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	....	210 00	467 14	321 63	1,592 99	5,069 67	24,313 98	1
....	....	....	100 00	1,711 07	110 50	3,172 59	5,273 97	2
2,201 65	....	1,028 70	320 00	5,585 69	576 42	19,827 70	67,913 41	3
24,323 22	....	5,962 09	....	29,339 69	12,827 16	173,992 09	1,210,855 59	4
575 04	....	....	306 25	....	1,485 00	8,058 61	87,263 36	5
690 51	....	731 13	386 64	....	1,513 54	12,153 22	54,771 70	6
307 57	....	....	....	107 61	642 56	6,016 76	46 439 42	7
8 77	....	334 86	....	....	962 75	4,146 93	20,700 62	8
173 15	....	142 90	100 35	688 30	3,725 00	16,873 47	75,891 66	9
731 15	....	331 62	1,208 32	881 57	980 37	9,247 71	70,012 26	10
....	....	....	....	372 94	452 56	4,234 24	22,626 81	11
2,078 30	424 50	464 10	....	....	2,404 63	12,857 91	116,275 59	12
2,452 68	....	565 93	....	3,603 23	118 00	11,308 43	34,442 53	13
4,159 67	....	1,968 92	280 00	6,361 96	666 23	22,899 73	82,422 68	14
3,076 32	....	2,133 31	....	8,945 49	1,121 87	26,391 27	101,756 92	15
13,665 88	5,372 81	....	3,451 26	....	2,270 67	49,736 32	230,914 70	16
3,078 33	....	....	....	4,938 60	1,606 68	16,175 95	84,870 27	17
....	....	413 59	1 00	....	722 92	4,866 55	34,301 97	18
1,464 65	....	....	....	....	570 80	12,755 71	31,508 17	19
444 65	62 91	....	97 11	1,200 00	2,986 18	9,515 27	56,150 85	20
9,830 23	....	487 86	18 50	....	2,256 00	22,932 80	168,540 12	21
521 78	....	....	....	1,200 00	2,145 13	10,974 74	69,311 88	22
7,924 41	....	1,409 47	....	....	983 72	32,983 98	221,603 85	23
93,576 62	....	21,015 10	10,459 84	....	7,512 85	274,757 16	2,337,907 73	24
5,030 68	....	1,342 83	1,887 41	....	705 70	12,149 69	106,819 24	25
....	....	....	....	14,497 15	668 19	16,981 38	39,899 31	26
1,955 63	704 09	299 38	167 50	10,000 00	2,875 00	22,901 48	82,842 63	27
3,757 67	....	895 77	....	1,022 84	3,051 14	31,211 17	173,866 61	28
....	....	166 66	....	....	75 00	740 49	3,971 87	29
75 00	....	....	....	863 28	1,911 46	7,878 20	49,237 54	30
54,031 11	....	87 80	....	....	8,779 24	99,994 00	466,530 96	31
....	....	305 66	....	....	1,180 90	6,104 32	26,272 70	32
....	....	....	....	....	441 82	4,571 11	26,021 17	33
31 75	....	692 88	81 00	....	1,500 00	5,894 10	74,373 14	34
1,214 00	....	108 30	....	....	4,766 09	22.540 81	208,679 77	35
289 24	....	316 28	290 00	....	3,107 79	30,007 99	106,087 82	36
859 18	....	1,104 75	180 00	....	900 00	10,757 45	104,917 25	37
163 40	76 49	....	....	....	1,175 00	11,664 62	31,677 24	38
1,200 00	80 00	25 00	5 00	....	280 00	8,031 36	32,593 72	39
8,517 00	....	....	....	....	2,456 64	17,826 99	154,099 78	40
73 00	500 00	500 00	....	....	988 59	4,477 99	25,991 69	41
....	....	....	1 00	....	796 74	2,499 09	26,421 87	42
2,984 39	....	591 98	792 31	7,112 65	2,768 01	18,928 39	65,508 33	43
81,361 49	....	9,362 96	....	....	22,101 30	220,594 09	2,114,092 41	44
21 00	....	....	336 11	....	374 27	4,928 38	28,623 36	45
8,341 04	....	890 23	....	....	2,557 48	33,435 05	216,067 17	46
930 10	1,563 52	446 58	....	....	5,235 91	16,715 92	72,827 79	47
....	....	....	....	....	....	24,722 15	630,891 17	48
....	....	....	....	....	....	1,308 43	14,685 81	49
342,120 26	8,784 32	54,336 64	20,936 74	98,753 70	118,930 80	1,406,943 49	10,139,070 39	

ELECTRIC RAILWAYS.

TABLE 6.—Summary Statement of Description of Equipment for the Year ending June 30, 1910.

Number.	1	2	3	4	5	6	7	8	9	10	11	12	13	Number.
		PASSENGER CARS.				OTHER CARS.								
	Name of Railway.	Closed Passenger Cars.	Open Passenger Cars.	Combination, Closed and Open Passenger Cars.	Totol Passenger Cars.	Freight Cars.	Mail, Express and Baggage Cars.	Combination Cars.	Work Cars.	Snow Ploughs.	Sweepers.	Miscellaneous Cars.	Total Cars of all Classes,	
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
1	Berlin and Waterloo	8	4	......	12	......	......	......	1	1	1	......	15	1
2	Berlin and Bridgeport	......	......	......	......	......	......	......	......	......	......	......	......	2
3	Brantford and Hamilton	6	......	......	6	......	......	......	......	......	......	......	6	3
4	British Columbia	182	2	......	184	152	5	2	9	7	......	68	427	4
5	Calgary Municipal	15	......	......	15	......	......	......	......	......	......	1	16	5
6	Cape Breton	9	......	......	9	......	......	......	......	2	1	......	12	6
7	Chatham, Wallaceburg and Lake Erie	7	2	......	9	17	......	......	......	......	......	2	28	7
8	Cornwall	7	3	......	10	2	......	......	......	......	1	......	13	8
9	Galt, Preston and Hespeler	7	4	......	11	7	......	2	1	......	2	......	23	9
	Leased line—Preston to Berlin	......	......	......	......	......	......	......	......	......	......	......	......	
10	Grand Valley	12	12	......	24	......	......	......	1	1	1	......	27	10
11	Guelph Radial	6	5	2	13	1	......	......	1	1	......	......	16	11
12	Halifax	20	24	4	48	......	......	......	......	......	4	......	52	12
13	Hamilton and Dundas	2	2	......	4	......	......	......	......	......	......	......	4	13
14	Hamilton, Grimsby and Beamsville	8	3	......	11	4	......	......	3	......	......	......	18	14
15	Hamilton Radial	9	......	......	9	2	......	......	2	1	......	......	14	15
16	Hamilton Street	47	33	......	80	......	......	......	1	......	2	......	83	16
17	Hull	20	13	3	36	2	1	......	1	3	3	......	46	17
18	International Transit Co	8	......	......	8	......	......	......	......	......	1	......	9	18
19	Kingston, Portsmouth and Cataraqui	10	12	......	22	1	......	......	......	2	......	......	25	19
20	Levis County	13	8	......	21	......	1	......	2	1	3	......	28	20
21	London	39	14	......	53	......	......	......	......	1	1	3	58	21
22	London and Lake Erie Railway and Transportation Co.	12	......	......	12	10	......	......	1	......	......	......	23	22
23	Montreal Park and Island	7	16	10	33	1	......	......	4	5	2	1	46	23

24	Montreal Street	505	269	75	849	47	....	....	15	4	28	....	943	24
25	Montreal Terminal	17	18	....	35	1	....	....	3	3	1	2	45	25
26	Montreal and Southern Counties	8	....	....	8	....	....	....	....	....	1	....	9	26
27	Niagara Falls, Park and River	10	18	....	28	....	....	2	....	1	....	2	33	27
28	Niagara, St. Catharines and Toronto	11	16	5	32	14	....	....	....	3	....	1	50	28
29	Nipissing Central	4	....	....	4	2	....	....	....	....	....	....	6	29
30	Oshawa	4	2	1	7	1	....	1	....	1	1	3	14	30
31	Ottawa	85	66	....	151	....	3	....	3	4	10	....	171	31
32	Peterborough Radial	8	6	....	14	....	....	....	....	1	1	....	16	32
33	Pictou County	5	....	....	5	1	....	....	1	2	....	....	9	33
34	Port Arthur	15	3	....	18	....	1	....	....	1	....	....	20	34
35	Quebec Ry., Light and Power Co. (Citadel)	40	40	....	80	....	....	....	....	4	9	1	94	35
36	Quebec Ry., Light and Power Co. (Montmorency)	13	....	....	13	....	....	....	....	....	....	....	13	36
37	Sandwich, Windsor and Amherstburg	22	16	....	38	....	3	....	3	1	....	....	45	37
38	Sarnia	10	2	....	12	....	1	....	....	....	....	....	13	38
39	Sherbrooke Street	....	....	....	....	....	....	....	....	....	....	....	....	39
40	St. John	25	26	....	51	....	....	....	1	3	4	....	59	40
41	St. Stephen	3	4	....	7	....	....	....	1	1	....	....	9	41
42	St. Thomas	6	10	....	16	....	....	....	....	1	....	....	17	42
43	Sydney and Glace Bay	10	....	....	10	3	....	....	....	1	....	....	14	43
44	Toronto Street	300	294	237	831	....	....	....	11	....	16	11	869	44
45	Toronto Suburban	10	7	....	17	1	....	....	1	....	1	....	20	45
46	Toronto, York and Radial	37	4	....	41	....	8	....	8	3	....	....	60	46
47	Windsor, Essex and Lake Shore Rapid	9	....	....	9	13	2	....	....	1	....	1	26	47
48	Winnipeg	180	33	....	213	....	....	....	13	1	3	7	237	48
49	Yarmouth	4	3	....	7	....	....	....	....	1	....	....	8	49
		1,795	994	337	3,126	282	25	7	87	62	97	103	3,789	

ELECTRIC RAIWAYS—*Concluded.*

TABLE 7.—SUMMARY Statement of Accidents for the Year ending June 30, 1909.

Number.	1	2	3	4	5	6	7	8	9	10	11	12	13
	Name of Railway.	PASSENGERS.			EMPLOYEES.			OTHERS.			TOTALS.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin and Waterloo	....	....	....	....	....	....	....	1	1	....	1	1
2	Berlin and Bridgeport	....	....	....	....	....	....	....	....	....	....	....	....
3	Brantford and Hamilton	....	3	3	....	3	3	....	11	11	....	17	17
4	British Columbia	7	123	130	9	34	43	8	44	52	24	201	225
5	Calgary Municipal	....	1	1	....	....	....	1	2	3	1	3	4
6	Cape Breton	....	....	....	....	1	1	....	....	....	....	1	1
7	Chatham, Wallaceburg and Lake Erie	....	....	....	....	....	....	....	....	....	....	....	....
8	Cornwall	....	....	....	....	....	....	....	....	....	....	....	....
9	Galt, Preston and Hespler—Leased line—Preston to Berlin	....	....	....	1	....	1	....	1	1	1	1	2
10	Grand Valley	....	....	....	....	....	....	....	....	....	....	....	....
11	Guelph Radial	....	....	....	....	....	....	....	....	....	....	....	....
12	Halifax	....	19	19	....	4	4	....	....	....	....	23	23
13	Hamilton and Dundas	....	12	12	....	....	....	....	6	6	....	18	18
14	Hamilton, Grimsby and Beamsville	....	13	13	....	5	5	1	17	18	1	35	36
15	Hamilton Radial	....	30	30	....	2	2	....	22	22	....	54	54
16	Hamilton Street	....	301	301	....	3	3	1	221	222	1	525	526
17	Hull	....	....	....	....	2	2	....	5	5	....	7	7
18	International Transit Co	....	....	....	....	....	....	....	....	....	....	....	....
19	Kingston, Portsmouth and Cataraqui	....	3	3	1	....	1	....	1	1	1	4	5
20	Levis County	....	8	8	....	1	1	....	....	....	....	9	9
21	London	....	52	52	....	9	9	1	23	24	1	84	85
22	London and Lake Erie Ry., Transportation Co	....	....	....	....	....	....	....	....	....	....	....	....
23	Montreal Park and Island	....	17	17	....	....	....	2	9	11	2	26	28
24	Montreal Street	....	312	312	....	25	25	26	213	239	26	550	576
25	Montreal Terminal	....	5	5	....	2	2	2	11	13	2	18	20
26	Montreal and Southern Counties	....	....	....	....	....	....	....	....	....	....	....	....
27	Niagara Falls Park and River	....	1	1	....	1	1	....	....	....	....	2	2
28	Niagara, St. Catharines and Toronto	....	11	11	....	1	1	1	17	18	1	29	30

29	Nipissing Central							1		1	1		1
30	Oshawa					4	4		3	3		7	7
31	Ottawa		2	2		5	5	1	35	36	1	42	43
32	Peterborough Radial		1	1					1	1		2	2
33	Pictou County		1	1		1	1					2	2
34	Port Arthur	1	1	2		1	1	3	4	7	4	6	10
35	Quebec Ry., Light and Power Co (Citadel)		69	69		16	16					85	85
36	" " (Montmorency)					2	2	1	2	3	1	4	5
37	Sandwich, Windsor and Amherstburg												
38	Sarnia												
39	Sherbrooke Street					1	1					1	1
40	St. John					1	1					1	1
41	St. Stephen												
42	St. Thomas												
43	Sydney and Glace Bay							1	1	2	1	1	2
44	Toronto Street	5	583	588	1	96	97	6	29	35	12	708	720
45	Toronto Suburban												
46	Toronto, York and Radial		9	9		2	2	2	7	9	2	18	20
47	Windsor, Essex and Lake Shore Rapid					1	1	1	4	5	1	5	6
48	Winnipeg	1	18	19	1	4	5	9	26	35	11	48	59
49	Yarmouth												
	Total	14	1,595	1,609	13	227	240	68	716	784	95	2,538	2,633

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